MICROFILM

START OF ROLL

CONSTRUCTION CONTRACTS

ROLL NO. 222

CONTRACT NUMBER: 9236

1980 Diversion Canal (Joe 9236
Wright, Reeder, Spring Lake Rds.)
Br. Sec. (Structures)

C&A 7319 7/22/80
7271 3/24/80 1-21-81

9236

OREGON STATE HIGHWAY DIVISION

ITEMIZED STATEMENT OF FINAL COSTS DATE: 8-16-83 (REV)

COUNTY: KLAMATH AGREEMENT NO: 9271 7319 PROJECT NO: RS-B303(2)

CONTRACT NO: 9236 SECTION: Joe Wright, Reeder and Springlake Br's. on Reeder and Springlake Roads

P.E.	(Federal Participation)		$ 10,845.65
Less Free Bridge Design			3,725.89
			$ 7,119.76
P.E.	(Non Participation)		$ 140.17
Federal Funds Collected for P.E.		$6,278.21	

Construction	Federal Part.	Non Part.
Payment to Contractor	$296,193.26	$320,430.95
Engineering	24,385.72	27,033.94
	$320,578.98	$347,464.89

Federal Funds Collected for Construction $282,590.37

County Share of Costs:

1/2 ($7,119.76 - $6,278.21 + $320,578.98 - $282,590.37) + $140.17 + $347,464.89 = $367,020.14

REFERENCE: CC 83-17

HR:pf

9236

STATE OF OREGON

INTEROFFICE MEMO

TO: Jan Peterson
Contract Accounting

DATE: May 27, 1983

FROM: Richard O. Havig
Region Office Manager

SUBJECT: Transfer Funds
Lost River Diversion Canal Bridges
Joe Wright, Reeder, and Spring Lake Road
Klamath County, Project #RS-B303 (2)

There is no way to transfer these funds. Location and construction prefexis have all been closed.

ROH:mr

encl

~~CC:~~ Harold Reynoldson

PROGRAM SECTION
MANAGER ______ PROJECT UNIT 5
MAY 31 1983
MAN. ASSIST. ______ PROGRAM UNIT ______
REFER TO ______
FOR ______

9236

To John Hagedorn

26 May 1983

From H. Reynoldson

Subject: Transfer Funds
Lost River Diversion Canal Bridges
on Joe Wright, Reeder and
Spring Lake Roads
Klamath County
Project # RS-B303(2)

This project is ready for final billing but you must transfer the $1223.76 for training courses before we can. Will you please do this as soon as possible.

C.C. Jan Peterson

Ellis Jones - training charges

Contract # 9236
Prefix 518-1965 - 15-9231, 9232
-1002

Dave Stitz - Const

8 June 83
Talked to John H. today
said he would transfer the
charge

```
                                                                              FISCAL          GRAND TOTAL     ACTIVE YRS
     DESCRIPTION               PREFIX  FUNCTION SUB F.  GR  CURRENT MONTH   YEAR TO DATE       TO DATE        BEG   END

MERLIN-GALICE RD@MONUM DR    CONT NO       FA PROJ NOS HES A333001 100                                        STATE
                               517    1011     270      01 P 1                                   841.61      82    82
                               517    1011     296      00 N 9                  1,009.07                     82    82
                               517    1011     298      00 N 9                  1,009.07CR                   82    82

                                               SUB TOTAL                                         841.61

                               517    1011     900      00 P 1                     3.85          272.36      82    83
                                               TOT      P1                         3.85        1,113.97
                                              ** JOB TOTALS **           **        3.85 **     1,113.97 **

                             CONT NO       FA PROJ NOS                                                        STATE
                               517    1090     296      00                                       182.55CR    82    82
                               517    1090     297      00                                       182.55      82    82

                                               SUB TOTAL

                                               TOT      00
                                              ** JOB TOTALS **           **             **              **

DIVERSION CANAL BRIDGES      CONT NO 9236 * FA PROJ NOS RS  B303002  47                                       STATE  53
                               518    1002     201      00 P 1                               296,193.26      81    82
                               518    1002     201      00 N 9                               320,430.95      81    82
                               518    1002     208      00 N 1                                    15.21CR    82    82
                               518    1002     208      00 N 9                                    17.16CR    82    82
                               518    1002     296      00 N 9                    82.98      605,297.64CR    81    83
                               518    1002     297      00 N 9                               321,300.00      81    81
                               518    1002     298      00 N 9                    82.98CR    283,997.64      81    83

                                               SUB TOTAL                                 616,591.84

                               518    1002     900      00 P 1                                17,259.91      81    82
                               518    1002     900      00 N 9                                18,352.82      81    82
                               518    1002     920      00 P 1                                    22.49      81    81
                               518    1002     920      00 N 9                                    25.37      81    81
                               518    1002     928      00 N 1                      .77           15.22      81    82
                               518    1002     928      00 N 9                      .87           17.15      81    82
                               518    1002     940      00 P 1                                 2,412.94      81    82
                               518    1002     940      00 N 9                                 2,555.72      81    82
                               518    1002     941      00 P 1                                    15.20      81    81
                               518    1002     941      00 N 9                                    17.17      81    81
                               518    1002     942      00 P 1                                 4,103.76      81    82
                               518    1002     942      00 N 9                                 4,677.68      81    82
                               518    1002     944      00 P 1                                   814.10      81    82
                               518    1002     944      00 N 9                                   918.05      81    82
                               518    1002     945      00 P 1                     7.73          135.97      81    83
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ACCOUNT SUMMARY - EXPENDITURES & LEDGERS                                        APRIL 1983        PAGE  456

                                                                                   FISCAL          GRAND TOTAL     ACTIVE YRS
     DESCRIPTION                    PREFIX  FUNCTION SUB F. GR  CURRENT MONTH    YEAR TO DATE       TO DATE       BEG    END
                                518   1002     945     00 N 9                        8.71            153.31       81     83
                                518   1002     946     00 P 1                                        340.34       81     82
                                518   1002     946     00 N 9                                        383.82       81     82
                                518   1002     948     00 P 1                                        331.43       81     81
                                518   1002     950     00 P 1                                        546.03       81     81
                                518   1002     950     00 N 1                                         29.14       81     81
                                518   1002     950     00 N 9                                        648.59       81     81

                                            SUB TOTAL                               18.08         53,726.21

                                            TOT      P1                              7.73        322,175.43
                                            TOT      N1                               .77             29.15
                                            TOT      N9                              9.58        348,113.47
                                          ** JOB TOTALS **                 **       18.08  **    670,318.05  **

                                                                                                                  STATE
BUCK CREEK ROAD-FAS B316     CONT NO 8991 * FA PROJ NOS RS  B316002 100                          279,935.57       79     81
                                519   1057     201     00 P 1
                                519   1057     296     00 N 9                                    296,059.51CR     79     82
                                519   1057     297     00 N 9                                     15,207.32       80     82
                                519   1057     298     00 N 9                                    280,852.19       79     81

                                            SUB TOTAL                                            279,935.57

                                519   1057     900     00 P 1                                     38,426.42       79     81
                                519   1057     900     00 N 1                                         59.43       80     80
                                519   1057     920     00 P 1                                         87.21       79     81
                                519   1057     945     00 P 1                                         49.54       81     81
                                519   1057     948     00 N 1                                         14.14       81     81

                                            SUB TOTAL                                             38,636.74

                                            TOT      P1                                          318,498.74
                                            TOT      N1                                               73.57
                                          ** JOB TOTALS **                 **               **   318,572.31  **

                                                                                                                  STATE
HART LAKE BRIDGES            CONT NO 9134 * FA PROJ NOS RS  B329002 100
                                519   1059     201     00 P 1                                    156,745.95       80     81
                                519   1059     206     00 N 1                                        128.72       81     81
                                519   1059     296     00 N 9                                    166,380.46CR     80     81
                                519   1059     297     00 N 9                                     10,711.15       81     81
                                519   1059     298     00 N 9                                    155,669.31       80     81
```

RECORD OF JOB DISBURSMENT FOR 06/81

MONTH	YEAR	VOUCHER NO	PREFIX	FUNCTION	BRIDGE	OBJECT	P/N	FUND	TOTALS	
06 1	81	95949	518 1002	942		1	N9	G	45.12	08049 004
06 1	81	95949	518 1002	942		1	N9	G	52.50	08049 003
06 1	81	95949	518 1002	942		1	N9	G	55.58	08049 004
06 1	81	95949	518 1002	942		1	N9	G	127.03	08049 008
06 1	81	95949	518 1002	942		1	N9	G	127.03	08049 008
06	81	96478	518 1002	942		1	P1	G	83.50	08049 000
06	81	96478	518 1002	942		1	N9	G	94.16	08049 000
06 1	81	48006	518 1002	942		11	P1	G	14.92	08049 001
06 1	81	48006	518 1002	942		11	N9	G	16.82	08049 001
06	81	96478	518 1002	942		11	P1	G	2.18	08049 000
06	81	96478	518 1002	942		11	N9	G	2.45	08049 000
06 1	81	96081	518 1002	942		152	P1	G	51.32	08049 000
06 1	81	96081	518 1002	942		152	N9	G	57.88	08049 000
06	81	96483	518 1002	942		152	P1	G	123.61	08049 000
06	81	96483	518 1002	942		152	N9	G	139.40	08049 000
06	81	96481	518 1002	942		152	P1	G	2.10CR	08049 000
06	81	96481	518 1002	942		152	N9	G	2.37CR	08049 000
06	81	96478	518 1002	944		1	P1	G	6.80	01000 000
06	81	96478	518 1002	944		1	N9	G	7.67	01000 000
06 1	81	49154	518 1002	944		35	P1	G	.34	01000 000
06 1	81	49154	518 1002	944		35	N9	G	.39	01000 000
06	81	96481	518 1002	944		152	P1	G	.12CR	88801 000
06	81	96481	516 1002	944		152	N9	G	.13CR	88801 000
06	81	96482	518 1002	944		152	P1	G	.35	88801 000
06	81	96482	518 1002	944		152	N9	G	.38	88801 000
06	81	96478	518 1002	945		1	P1	G	.16	00800 000
06	81	96478	518 1002	945		1	N9	G	.18	00800 000
06	81	96478	518 1002	946		1	P1	G	2.22	02401 000
06	81	96478	518 1002	946		1	N9	G	2.50	02401 000
06	81	96481	518 1002	946		152	P1	G	.19CR	02401 000
06	81	96481	518 1002	946		152	N9	G	.21CR	02401 000
06	81	96482	518 1002	946		152	P1	G	.56	02401 000
06	81	96482	518 1002	946		152	N9	G	.64	02401 000
06	81	96478	518 1002	950		1	P1	G	~~11.76~~	08049 000
06	81	96478	518 1002	950		1	N9	G	13.26	08049 000
06	81	96478	518 1002	950		11	P1	G	~~.90~~	08049 000
06	81	96478	518 1002	950		11	N9	G	1.02	08049 000
									574,779.67 *	
05			519 1057						37,582.54	
06	81	96132	519 1057	296			N9	G	10.58CR	2060 881
06	81	96132	519 1057	298			N9	G	10.58	2060 881
									37,582.54 *	
05			519 1059						176,412.25	
06	81	96132	519 1059	296			N9	G	10.58CR	2060 881
06	81	96132	519 1059	298			N9	G	10.58	2060 881

Ellis Jones

JUNE 30 1981

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                    RECORD OF JOB DISBURSMENT FOR  05/81

MONTH YEAR  VOUCHER NO      PREFIX     FUNCTION BRIDGE OBJECT P/N FUND      TOTALS

  05 1 81      43240      518 1002        944               1   P1   G          9. 61     01000 C01
  05 1 81      43240      518 1002        944               1   N9   G         10. 85     01000 001
  05 1 81      95389      518 1002        945               1   P1   G          5. 64     00800 000
  05 1 81      95389      518 1002        945               1   N9   G          6. 36     00800 001
  05 1 81      95384      518 1002        946               1   P1   G         78. 34     02401 006
  05 1 81      95384      518 1002        946               1   N9   G         88. 34     02401 006
  05   81      44613      518 1002        946               7   P1   G          9. 59     02401 000
  05   81      44613      518 1002        946               7   N9   G         10. 81     02401 000
  05   81      44613      518 1002        946              25   P1   G          7. 97     02401 000
  05   81      44613      518 1002        946              25   N9   G          8. 99     02401 000
  05 1 81      95412      518 1002        946             152   P1   G         17. 86     02401 000
  05 1 81      95412      518 1002        946             152   N9   G         20. 14     02401 000
  05 1 81      43208      518 1002        946               1   P1   G         52. 23     02401 008
  05 1 81      43208      518 1002        946               1   N9   G         58. 89     02401 008
  05 1 81      43210      518 1002        950               1   P1   G         18. 65     08049 000
  05 1 81      43210      518 1002        950               1   N9   G         21. 04     08049 000
  05 1 81      43210      518 1002        950              11   P1   G         76. 31     08049 005
  05 1 81      43210      518 1002        950              11   N9   G         86. 04     08049 006

                                                                          458,976. 63  *

  04                      519 1057                                         37,570. 54
  05 1 81      95389      519 1057        945               1   P1   G         12. 00     00800 001

                                                                           37,582. 54  *

  04                      519 1059                                        176,400. 25
  05 1 81      95389      519 1059        945               1   P1   G         12. 00     00800 001

                                                                          176,412. 25  *

  04                      520 1001                                          7,952. 10
  05   81      95356      520 1001        296                   N9   G     11,667. 41CR   Y051 981
  05   81      95356      520 1001        298                   N9   G     11,667. 41     Y051 981

                                                                            7,952. 10  *

  04                      520 1029                                        490,457. 13
  05   81      95339      520 1029        296                   N9   G      1,537. 65CR   Z050 581
  05   81      95356      520 1029        296                   N7   G        218. 07CR   Y051 981
  05   81      95339      520 1029        298                   N9   G      1,537. 65     Z050 581
  05   81      95356      520 1029        298                   N7   G        218. 07     Y051 981

                                                                          490,457. 13  *

  04                      520 1093                                             11. 94


                                                          MAY 31 1981
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RECORD OF JOB DISBURSMENT FOR: 04/81

MONTH	YEAR	VOUCHER NO	PREFIX	FUNCTION	BRIDGE	OBJECT	P/N	FUND	TOTALS	
04	1 81	94880	518 1002	942		1	P1	G	54.60	08049 006
04	1 81	94880	518 1002	942		1	P1	G	63.69	08049 007
04	1 81	94830	518 1002	942		1	P1	G	225.61	08049 015
04	1 81	94880	518 1002	942		1	P1	G	332.73	08049 024
04	1 81	94880	518 1002	942		1	N9	G	61.56	08049 006
04	1 81	94880	518 1002	942		1	N9	G	71.83	08049 007
04	1 81	94880	518 1002	942		1	N9	G	254.42	08049 017
04	1 81	94880	518 1002	942		1	N9	G	375.21	08049 028
04	81	38245	518 1002	944		7	P1	G	9.59	01000 000
04	81	38245	518 1002	944		7	N9	G	10.81	01000 000
04	81	38245	518 1002	944		25	P1	G	9.87	01000 000
04	81	38245	518 1002	944		25	N9	G	11.13	01000 000
04	1 81	39047	518 1002	944		1	P1	G	111.17	01000 006
04	1 81	39047	518 1002	944		1	P1	G	124.42	01000 008
04	1 81	39047	518 1002	944		1	N9	G	125.37	01000 006
04	1 81	39047	518 1002	944		1	N9	G	140.31	01000 008
04	1 81	95001	518 1002	944		152	P1	G	13.16	88801 000
04	1 81	95001	518 1002	944		152	N9	G	14.84	88801 000
04	1 81	94884	518 1002	945		1	P1	G	5.53	00800 000
04	1 81	94884	518 1002	945		1	N9	G	6.23	00800 001
04	1 81	39011	518 1002	946		1	P1	G	76.79	02401 006
04	1 81	39011	518 1002	946		1	N9	G	86.59	02401 006
04	1 81	94945	518 1002	946		152	P1	G	3.57	02401 000
04	1 81	94945	518 1002	946		152	N9	G	4.03	02401 000
04	1 81	39015	518 1002	950		1	P1	G	47.77	08049 005
04	1 81	39015	518 1002	950		1	P1	G	181.99	08049 019
04	1 81	39015	518 1002	950		1	N9	G	53.87	08049 006
04	1 81	39015	518 1002	950		1	N9	G	205.22	08049 021
04	1 81	39015	518 1002	950		11	P1	G	31.21	08049 002
04	1 81	39015	512 1002	950		11	N9	G	35.20	08049 003
04	81	39525	518 1002	950		7	N1	G	29.14	08049 000
04	81	39525	518 1002	950		7	N9	G	32.85	08049 000
04	1 81	94880	518 1002	950		1	P1	G	177.44	08049 018
04	1 81	94880	518 1002	950		1	N9	G	200.09	08049 021
									332,261.31 *	
									37,570.54	
03			519 1057						37,570.54 *	
									176,400.25	
03			519 1059						176,400.25 *	
									7,952.94	
03			520 1001							
04	1 81	95189	520 1001	900		[illegible]	P1	G	17.[illegible]CR	01900
04	1 81	95189	520 1001	900		167	P1	G	17.08	00706

APRIL 30 1981

9236 5-24-83 518-1965

ORIGINAL

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL VOUCHER FOR PAYMENT UNDER 23 U.S.C. 117

D.O. VOUCHER NO.	
STATE VOUCHER NO.	
DATE	
FHWA SCHEDULE NO.	
PAID BY	

Appropriation:

The United States, Dr., TO Treasurer of the State of Oregon

Address Capitol Bldg. - Salem, OR 97310

STATE Oregon

FEDERAL AID PROJECT NO. RS-B303(1)

PROGRAM APPROVED

VOUCHER PERIOD From: 6-4-80 To: 11-19-80

FINANCIAL DATA

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
$10,856.27	$10,845.65	88.18%	$9,563.69	$ 9,563.69	$ 0.00

The undersigned State highway agency certifies as follows: The above-mentioned project has been completed; the plans, design and construction for said project are in accord with the laws, standards and procedures of this State applicable to projects in this category approved by the Federal Highway Administration or such project exceptions as have been approved by FHWA· and no claim has been presented to or payment made by the United States for the work for which payment is claimed herein.

Oregon *State Highway Agency*

SIGN ORIGINAL ONLY

By Controller *Authorized Officer* 5/24/83 *Date*

I certify that a final inspection of the above project has been made by an authorized official of the Federal Highway Administration. On the basis of such inspection and the State highway agency's certification the amount claimed is approved for payment.

PROGRAM SECTION
MANAGER ______ PROJECT UNIT ______
JUL 2 8 1983
MAN. ASSIST. ______ PROGRAM UNIT ______
REFER TO ______
FOR ______

Amount submitted $ 0.00

Adjustments $

Amount Approved $

SIGN ORIGINAL COPY

Signature of Authorized FHWA Representative Date

Form FHWA-1447 (4-78) PREVIOUS EDITIONS ARE OBSOLETE

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	Diversion Canal (Joe Wright) Bridge Section County Road in Klamath County					
	Preliminary Engineering					
	Type Code P.E.					
	State	All Required			$10,845.65	
	Total Participating Cost				$10,845.65	
	Nonparticipating Cost					
	State	All Required			$ 10.62	
	Total Nonparticipating Cost				10.62	
	Total Project Cost				$10,856.27	
	Prepared based on Participating Costs as shown on Federal Billing as of 6/3/83.					
	AMOUNT CARRIED FORWARD					

```
                                                                                  FISCAL           GRAND TOTAL
     DESCRIPTION                PREFIX  FUNCTION SUB F. GR  CURRENT MONTH      YEAR TO DATE         TO DATE
                           518   1920      935     00 P 1           53CR            412.24            412.24
                           518   1920      950     00 P 1           17CR            138.25            138.25
                           518   1920      980     00 P 1                                           2,899.23
                                           TOT        P1        4,038.10         29,972.34        261,924.33
                                           TOT        N1                                           3,032.74
                                     ** JOB TOTALS **           4,038.10  **     29,972.34  **    264,957.07  **

                                                                                                               STATE
DIVERSION CANAL (JOE WRIGHT)  CONT NO      FA PROJ NOS RS  8303001 100
                           518   1965      296     00 N 9         463.31CR          463.31CR        9,563.69CR
                           518   1965      298     00 N 9         463.31            463.31          9,563.69
                           518   1965      901     00 P 1  Resident Eng                               900.92
                           518   1965      901     00 N 1                                              93.64
                           518   1965      905     00 P 1  Final Design                               896.62
                           518   1965      906     00 P 1  Bridge Design                              161.50
                           518   1965      910     00 P 1  Geologist                                   64.56
                           518   1965      911     00 P 1  Traffic section                             80.08
                           518   1965      914     00 P 1  Region'l Utility Liason                     18.70
                           518   1965      918     00 P 1  ~~Location~~ Location                      479.28
                           518   1965      920     00 P 1  Project Mngt.                              164.48
                           518   1965      921     00 P 1  Spec's                                   1,518.78
                           518   1965      922     00 P 1    Admin. Services                           77.37
                           518   1965      923     00 P 1  Environ                                     75.51
                           518   1965      926     00 P 1  Struct. Foundation       252.50          2,681.96
                           518   1965      926     00 N 1                                              46.63
                           518   1965      927     00 P 1  Free Bridge Design       272.92          3,725.89
                                           TOT        P1                            525.42         10,845.65
                                           TOT        N1                                              140.17
                                     ** JOB TOTALS **                     **        525.42  **     10,985.82  **

                                                                                                               STATE
BEATTY SLOUGH BRIDGE #37C40   CONT NO    * FA PROJ NOS BRS 8326001 100
                           519   1929      296     00 N 9         301.64CR       14,151.73CR       14,151.73CR
                           519   1929      297     00 N 9                         2,500.00          2,500.00
                           519   1929      298     00 N 9         301.64         11,651.73         11,651.73
                           519   1929      901     00 P 1                           583.40            583.40
                           519   1929      901     00 N 1                         1,423.32          1,423.32
                           519   1929      905     00 P 1                         2,808.12          2,808.12
                           519   1929      910     00 P 1                           168.64            168.64
                           519   1929      913     00 P 1                            11.11             11.11
                           519   1929      918     00 P 1                         1,086.84          1,086.84
                           519   1929      920     00 P 1                            88.58             88.58
                           519   1929      921     00 P 1                         1,101.87          1,101.87
                           519   1929      922     00 P 1                            66.78             66.78
                           519   1929      923     00 P 1                            91.25             91.25
                           519   1929      926     00 P 1                         3,823.17          3,823.17
                           519   1929      927     00 P 1                         3,125.92          3,125.92
                           519   1929      932     00 P 1                            39.14             39.14
                           519   1929      937     00 P 1                         1,455.27          1,455.27
```

B01

OREGON STATE HIGHWAY DEPARTMENT
FHWA BILLING VOUCHER

06/30/83

PREFIX	GRP FL	FED AID PROJ APPR	AGREEMENT AMOUNT	TOTAL COSTS TO DATE	PARTIC. AMOUNT	% OF PARTIC	FEDERAL SHARE	AMOUNT PREV CLAIMED	ADJUSTMENT AND CODE	AMOUNT OF THIS VOUCHER
517-1931	1	BRS -A335-001 APPR-118	22,680.00	43,484.25	43,450.98	80.00	34,760.78	22,680.00	12,080.78 B	
517-1934	1	HES -A333-001 APPR-141	15,750.00	6,188.99	6,188.99	90.00	5,570.09	4,711.91		858.18
517-1937	1	RS -A338-001 APPR-C75	12,432.00	3,956.29	3,949.29	88.18	3,482.48	3,370.16		112.32
518-1920	1	RS -B319-001 APPR-075	300,300.00	264,957.07	261,924.33	85.80	224,731.08	223,850.77		880.31
518-1965	1*	RS -B303-001 APPR-075	9,563.69	10,985.82	10,845.65	88.18	9,563.69	9,563.69		
519-1929	1	BRS -B326-001 APPR-114	16,800.00	15,987.98	14,564.66	80.00	11,651.73	11,651.73		
520-1956	1	RRP -A452-001 APPR-139	1,800.00	290.80	290.80	90.00	261.72	261.81		.09CR
520-1958	1	RS -A465-002 APPR-075	68,248.00	90,618.53	90,618.53	88.15	79,880.23	68,248.00	11,632.23 B	
520-1960	1	HES -A454-002 APPR-141	6,300.00	8,257.74	8,237.56	90.00	7,413.80	6,300.00	1,113.80 B	
520-1987	1	PMS -000S-102 APPR-140	1,856.60	1,856.60	1,856.60	100.00	1,856.60	1,856.60		
520-1990	1#	RS -0436-002 APPR-075	1,591.79	1,855.23	1,855.23	85.80	1,591.79	1,591.79		
521-1910	1	RS -A531-001 APPR-075	10,638.00	9,768.46	9,768.46	81.83	7,993.53	7,993.53		
521-1911	1	RS -A525-003 HPPR-075	8,019.00	7,332.99	7,332.99	81.83	6,000.59	6,000.59		
521-1977	1#	RS -A522-002 APPR-075	28,927.80	33,747.26	33,715.38	85.80	28,927.80	28,927.80		
522-1955	1#	RS -A483-001 APPR-075	105,568.05	123,271.68	123,039.69	85.80	105,568.05	105,568.05		
522-1986	1	RRP -A500-001 APPR-139	1,800.00	78.50	78.50	90.00	70.65	70.65		
523-1973	1#	RS -B495-001 APPR-075	5,983.60	6,973.89	6,973.89	85.80	5,983.60	5,983.60		
523-1989	1#	SR -B482-001 APPR-079	1,857.24	2,106.19	2,106.19	88.18	1,857.24	1,857.24		
523-1991	1#	RS -B500-002 APPR-075	50,586.56	57,462.39	57,367.39	88.18	50,586.56	50,586.56		
523-1993	1#	3RS -B500-001 APPR-118				80.00				
523-1995	1	BHS -B487-001 APPR-114	10,400.00	5,377.34	5,377.34	80.00	4,301.87	4,301.87		
524-1906	1#	RRS -A576-001 APPR-138	393.71	437.46	437.46	90.00	393.71	393.71		
524-1953	1#	RS -A590-001 APPR-075	31,128.70	35,604.06	35,301.31	88.18	31,128.70	31,128.70		
524-1991	1	RS -A599-002 APPR-075	7,492.00	3,234.12	3,234.12	88.15	2,850.88	1,235.54		1,615.34
525-1966	1#	RS -B560-001 APPR-075	12,144.92	13,789.37	13,772.87	88.18	12,144.92	12,144.92		
525-1967	1#	RS -B560-002 APPR-075	10,356.69	11,996.68	11,744.94	88.18	10,356.69	10,356.69		

STATE T OF COSTS INCURRED UNDER PROJECT AGR ENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	Diversion Canal (Joe Wright) Bridge Joe Wright County Road Klamath County					
	Construction Type Code X020 Joe Wright Bridge, #16477 (Sta. 97+50 To Sta. 100+65)					
	Formal Contract Payment Summary	Lump	Sum		$296,193.26	
	Construction Engineering State	All	Required		24,385.72	
	Total Participating Project Cost				$320,578.98	
	Nonparticipating Project Cost					
	Formal Contract Payment Summary	Lump	Sum		$320,430.95	
	Construction Engineering	All	Required		27,033.94	
	Total Nonparticipating Project Cost				$347,464.89	
	Total Project Cost				$668,043.87	
	Prepared based on Participating Costs as shown on Federal Billing as of 6/23/83.					
	AMOUNT CARRIED FORWARD					

518-1002

(ORIGINAL)

FORM APPROVED BY
COMPTROLLER GENERAL,
U.S. MAY 12, 1965

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

VOUCHER FOR WORK PERFORMED UNDER PROVISIONS OF THE FEDERAL AID AND FEDERAL HIGHWAY ACTS, AS AMENDED

STATE VOUCHER NO.

FHWA VOUCHER NO.

FHWA SCHEDULE NO.

APPROPRIATION

THE UNITED STATES, DR., TO *(Insert official or depository named in project agreement)*
Treasurer of the State of Oregon

ADDRESS
Capitol Bldg.
Salem, OR 97310

PAID BY
(For use of Paying Office)

STATE
Oregon

VOUCHER TYPE *(Check Appropriate Block)*
☐ CURRENT BILLING
☐ OTHER PROGRESS
☒ FINAL VOUCHER (*)

VOUCHER PERIOD
FROM 11/25/80
TO 3/9/83

FEDERAL AID PROJECT NO.
RS-B303(2)

(*) Use Form FHWA-1447 for Final Voucher for a project constructed under certification acceptance or secondary road procedures (23 U.S.C. 117).

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
$668,043.87	$320,578.98	88.15%	$282,590.37	$282,590.37	$ 0.00

I certify that the costs shown in this voucher have been incurred in accordance with terms of project agreements; applicable State and Federal laws or regulations; and that no claim has previously been submitted for costs claimed.

STATE HIGHWAY AGENCY
Oregon

DATE
6/14/83

SIGNATURE OF AUTHORIZED OFFICIAL
Controller

I certify that supporting records for costs claimed, and the referenced project (if applicable), have been subjected to required reviews, approvals and inspections by the Federal Highway Administration and that the amount approved is justly due.

AM SECTION
MANAGER ______ PROJECT UNIT ______
JUL 2 8 1983
MAN. ASSIST. ______ PROGRAM UNIT ______
REFER TO ______
FOR ______

AMOUNT SUBMITTED
$ 0.00

ADJUSTMENTS

AMOUNT APPROVED

SIGNATURE OF FHWA REPRESENTATIVE
(SIGN ORIGINAL ONLY)

DATE APPROVED

FORM PR-20
(Rev. 5-78)

PREVIOUS EDITIONS ARE OBSOLETE

801 OREGON STATE HIGHWAY DEPARTMENT 06/30/83 PAGE 68

FHWA BILLING VOUCHER

PREFIX	GRP FL	FED AID PROJ APPR	AGREEMENT AMOUNT	TOTAL COSTS TO DATE	PARTIC. AMOUNT	% OF PARTIC	FEDERAL SHARE	AMOUNT PREV. CLAIMED	ADJUSTMENT AND CODE	AMOUNT OF THIS VOUCHER
514-1086	1#	RS -B428-001 APPR-075	497,538.27	580,982.37	579,881.43	85.80	497,538.27	497,538.27		
515-1023	1#	RRS -A361-001 APPR-138	47,709.95	53,011.05	53,011.05	90.00	47,709.95	47,709.95		
515-1025	1	RS -A368-003 APPR-075	371,450.00	421,460.61	416,300.42	88.18	367,093.71	366,795.97		297.74
	8	RS -A368-003 APPR-075	54,000.00	57,380.86	57,358.46	88.18	50,578.69	50,541.88		36.81
515-1025		PREFIX TOTALS	425,450.00	478,841.47	473,658.88		417,672.40	417,337.85		334.55
515-1035	1	HES -A361-002 APPR-141	4,950.00	36.42	36.42	90.00	32.78	32.81		.03CR
516-1051	1	RS -B400-001 APPR-075	236,905.63	268,953.31	268,752.84	88.15	236,905.63	236,905.63		
517-1003	1*	RS -A323-001 APPR-075	906,967.67	1034,579.60	1028,891.29	88.15	906,967.67	906,967.67		
517-1011	1	HES -A333-001 APPR-141		1,113.97	1,113.97	90.00	1,002.57		1,002.57 A	
517-1017	1	BRS -A335-003 APPR-114	99,748.00	2,030.63	2,030.63	80.00	1,624.50	253.88		1,370.62
518-1002	1*	RS -B303-002 APPR-075	282,590.37	320,578.99	320,578.98	88.15	282,590.37	282,590.37		
	9			347,464.88						
518-1002		PREFIX TOTALS	282,590.37	668,043.87	320,578.98		282,590.37	282,590.37		
519-1057	1#	RS -B316-002 APPR-075	280,852.19	318,572.31	318,498.74	88.18	280,852.19	280,852.19		
519-1059	1#	RS -B329-002 APPR-075	155,669.31	176,678.71	176,535.85	88.18	155,669.31	155,669.31		
519-1061	1	BRS -B326-002 APPR-114	127,364.00	1,249.27	1,249.27	80.00	999.42	186.82		812.60
520-1001	1#	RS -0436-002 APPR-075	124,476.13	146,449.74	145,077.07	85.80	124,476.13	124,476.13		
520-1022	1#	RS -A463-001 APPR-G75	167,895.04	190,762.42	190,400.36	88.18	167,895.04	167,895.04		
520-1029	1#	RS -A462-001 APPR-075	1022,873.68	1160,186.54	1159,983.76	88.18	1022,873.68	1022,873.68		
	7			288,781.11						
	9*									
520-1029		PREFIX TOTALS	1022,873.68	1448,967.65	1159,983.76		1022,873.68	1022,873.68		
520-1043	1	RRS -A473-001 APPR-138	75,952.00	44,234.64	44,158.39	90.00	39,742.55	39,577.82		164.73
520-1044	1	PMS -000S-102 APPR-140	172,546.33	172,784.43	172,546.33	100.00	172,546.33	172,546.33		
520-1056	1	HES -A454-002 APPR-141	72,846.00	78,422.37	78,250.73	90.00	70,425.66	70,321.94		103.72
520-1068	1	RRP -A452-001 APPR-139	64,571.00	58,315.27	58,315.27	90.00	52,483.74	235.40		52,248.34

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                                                                                     182.55CR      82   82
                         517    1090      296      00                                182.55        82   82
                         517    1090      297      00
                                          TOT      00
                                       ** JOB TOTALS **            **           **            **
                                                                                                STATE  53
DIVERSION CANAL BRIDGES  CONT NO 9236 * FA PROJ NOS RS  B303002 47                   296,193.26 ✓  81   82
                          518   1002      201      00 P 1  Payment to Contractor     320,430.95    81   82
                          518   1002      201      00 N 9                             15.21CR ✓    82   82
                          518   1002      208      00 N 1                             17.16CR      82   82
                          518   1002      208      00 N 9                            604,371.70CR  81   83
                          518   1002      296      00 N 9      925.94      1,008.92  321,300.00    81   81
                          518   1002      297      00 N 9
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                                                                      JUNE 1983        PAGE  394
ACCOUNT SUMMARY - EXPENDITURES & LEDGERS
                                                                        FISCAL        GRAND TOTAL     ACTIVE YRS
                                                                                       TO DATE        BEG   END
                    PREFIX  FUNCTION SUB F.  GR  CURRENT MONTH      YEAR TO DATE
      DESCRIPTION                                                    1,008.92CR       283,071.70       81    83
                    518     1002     298     00 N 9    925.94CR      797.92CR        16,461.99 ✓     81    83
                    518     1002     900     00 P 1  Engineering                     18,352.82 ✓     81    82
                    518     1002     900     00 N 9                                      22.49 ✓     81    81
                    518     1002     920     00 P 1  Proj. Mngt.                         25.37 ✓     81    81
                    518     1002     920     00 N 9                        .77           15.22 ✓     81    82
                    518     1002     928     00 N 1  Sec Credit            .87           17.15       81    82
                    518     1002     928     00 N 9                                   2,412.94 ✓     81    82
                    518     1002     940     00 P 1                                   2,555.72       81    82
                    518     1002     940     00 N 9                                      15.20 ✓     81    81
                    518     1002     941     00 P 1                                      17.17       81    81
                    518     1002     941     00 N 9                                   4,103.76 ✓     81    82
                    518     1002     942     00 P 1                                   4,627.68 ✓     81    82
                    518     1002     942     00 N 9                                     814.10 ✓     81    82
                    518     1002     944     00 P 1                                     918.05 ✓     81    82
                    518     1002     944     00 N 9                                     136.92 ✓     81    83
                    518     1002     945     00 P 1                       7.23          153.31       81    83
                    518     1002     945     00 N 9                       8.71          340.34 ✓     81    82
                    518     1002     946     00 P 1                                     383.82       81    82
                    518     1002     946     00 N 9                                      78.93 ✓     81    83
                    518     1002     948     00 P 1                     252.50CR                     81    83
                    518     1002     950     00 P 1     546.03CR        546.03CR ✓                   81    83
                    518     1002     950     00 N 1      29.14CR         29.14CR                     81    83
                    518     1002     950     00 N 9     648.59CR        648.59CR
                                     TOT        P1      546.03CR      1,588.72CR       320,578.98
                                     TOT        N1       29.14CR         28.37CR              .01
                                     TOT        N9      648.59CR        639.01CR       347,464.88
                                 ** JOB TOTALS **     1,223.76CR**    2,256.10CR**     668,043.87  **
                                                                                                  STATE
BUCK CREEK ROAD-FAS B316   CONT NO 8991 * FA PROJ NOS RS  B316002 100                 279,935.57    79    81
                    519     1057     201     00 P 1                                 296,059.51CR    79    82
                    519     1057     296     00 N 9                                  15,207.32      80    82
                    519     1057     297     00 N 9
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9236

STATE COPY

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL ACCEPTANCE REPORT

3-9-83 9236

REGION NO. 10	REPORT NO.	COUNTY Klamath	DIVISION Oregon
DATE OF REPORT February 22, 1983	REPORT MADE BY David J. Stitz		PROJECT NO. RS-B303(2)
COMPLETION DATE July 30, 1981	ACCEPTANCE DATE BY CONTRACT AGENCY December 11, 1981	TIME ELAPSED 70 %	CONTRACT TIME 193 CD
APPROVED EXTENSIONS	LOCATION Lost River Diversion Canal on Joe Wright, Reeder and Spring Lake Roads.		

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.
*A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

1. Work on the project, besides additional and incidental, involved (1) construction of the 190 foot long Joe Wright Road Bridge No. 16477, (2) construction of the 121.8 foot long Spring Lake Road Bridge No. 16501, and (3) construction of the 111.8 foot long Reeder Road Bridge No. 16502.

   All bridges are 32.8 feet wide and are over the Lost River Diversion Canal.

2. Contractor's Name: F. E. Ward, Inc.

3. Contract Amount: $619,350.00

4. CERTIFICATION: I certify that the above listed project was completed as programed and in accordance with the procedures and standards contained in the State's approved Certification Acceptance Agreement. Final acceptance by the Federal Highway Administration is requested.

SIGNATURE (SHD Official) ____________

Title: Construction Engineer

RECEIVED
STATE HWY ENGR
MAR 10 '83
REFER TO Orig to Duran 3/10
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*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE David B. Carter		SIGNATURE G. K. Hossner Original Signed By G. K. HOSSNER Field Operations Engineer	
TITLE Area Engr	DATE 3/8/83	TITLE Field Operations Engineer	DATE 3/9/83

FORM FHWA-1446 B (12-73) FORMERLY PR-33E

Previous Editions of PR-33E Will Not Be Used.

9236

file

1-6-82

REPORT OF ACTION UNDER DELEGATED AUTHORITY BY

ASSISTANT STATE HIGHWAY ENGINEER

On behalf of the Commission and under authority delegated to me to accept contracts completed according to specifications, I accepted the following:

Contractor and Contract No.	Section & County	Acceptance Date
Central Oregon Pavers, Inc. No. 9075	Madras Prineville Hwy.-S. McMeen Co. Jefferson County	Dec. 8, 1981
MOCON Corp. No. 9147	S.E. 92nd Ave.-S.E. Lester Ave. Multnomah & Clackamas Counties	Dec. 9, 1981
Kizer Excavating Co. No. 9209	Dundee/Newberg Rd. @ SPRR X'ing Yamhill County	Dec. 10, 1981
Maxwells Electric, Inc. No. 9130	C.B.D. Traffic Signals (Portland) Multnomah County	Dec. 14, 1981
Comco Const., Ore. Ltd. dba Salem Rd. & Driveway Co. No. 9274	McLeod Lane N.E.-Oregon Electric Railroad Marion County	Dec. 16, 1981
Electric Corp. No. 9243	Clackamas Hwy. @ S.E. River Rd. (Milwaukie) Clackamas County	Dec. 15, 1981
W.R. Grasle Co. No. 9166	Walker Rd. @ Cedar Hills Blvd. (Beaverton) Washington County	Dec. 16, 1981
Linnco Electric Co. No. 9230	Santiam Hwy. @ Clay St. (Albany) Linn County	Dec. 15, 1981
Traffic Marking Specialists, Inc. No. 9163	Multn. Co. Pavement Marking Proj. No. 2 Multnomah County	Dec. 11, 1981
F.E. Ward, Inc. No. 9236	Diversion Canal (Joe Wright, Reeder, Spring Lake Rds.) Bridges Klamath County	Dec. 11, 1981
Hamilton Electric, Inc. No. 9202	McKenzie Hwy. @ 42nd. St. (Springfield) Lane County	Dec. 18, 1981
Babler Bros., Inc. No. 9310	Madras - Bear Drive Jefferson County	Dec. 24, 1981

Contractor and Contract No.	Section & County	Acceptance Date
A.K. Lundmark & Son, Inc. No. 9286	Deschutes River (Twin Bridges Rd.) Bridge Deschutes County	Dec. 29, 1981
Hamilton Electric, Inc. No. 8918	S.E. Monterey Ave.-S.E. Harmony Rd. Clackamas County	Dec. 29, 1981
Douglas S. Coats, Inc. No. 9266	Hay Canyon Creek Bridge Sherman County	Dec. 29, 1981
A.K. Lundmark & Son, Inc. No. 9287	Little Deschutes River (Masten Rd.) Bridge	Dec. 30, 1981
Kniesteadt & Sons No. 9283	Powder River (Beaver Creek Rd.) Bridge Baker County	Dec. 30, 1981
Hertz Electric, Inc. No. 9181	Cornell Rd. @ Murray Blvd. Washington County	Dec. 30, 1981

January 6, 1982

C. T. Keasey, P.E., P.L.S.
Asst. State Highway Engineer

9236

December 18, 1981

Employers Insurance of Wausau
2000 Westwood Drive
Wausau, WI 54401

CON 9
#9236

Gentlemen:

On December 15, 1981, we wrote to you concerning release of final payment on Contract No. 9236 awarded to F. E. Ward, Inc. for work on the Diversion Canal (Joe Wright, Reeder, Spring Lake Roads) Bridges in Klamath County.

Final payment on this contract is $13.55 and the total contract amount is $616,624.21 including $217.96 for work performed under force account.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

js
cc: F. E. Ward, Inc.
2000 E. Columbia Way
Bldg. 48C
Vancouver, WA 98661

bc: C. T. Keasey
Walt Hart
Dale Allen

9236 L.

FORM 734-2001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: [redacted] Diversion Canal Bridges

WEEK ENDING: September 11, 1981

SECTION PREFIX: 518-1002

HIGHWAY: County Roads

COUNTY: Klamath

NAME OF JOB: Diversion Canal Bridges

KIND OF WORK: Structural

CONTRACTOR: F.E. Ward, Inc.

CONTRACT NUMBER: [redacted] #9236.

FEDERAL AID PROJECT NUMBER: RS-B303(2)

DATE OF CONTRACT: January 7, 1981

DATE WORK STARTED: January 30, 1981

ESTIMATED COMPLETION DATE: August 1, 1981

AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0

SPECIFIED WORK DAYS:

WORK DAYS USED:

SPECIFIED CALENDAR DAYS: 275

CALENDAR DAYS USED: 193

SPECIFIED COMPLETION DATE:

PERCENT OF TIME ELAPSED: 70%

PROJECT AUTHORIZATION: $ 702,462.25

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100%

EXCLUSIVE OF ENGINEERING: $ 646,720.75

ENGINEERING AUTHORIZATION: $ 55,741.00

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100%

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 616,368.00

ENGINEERING COST TO DATE: $ 43,950.00

DATE PROJECT WAS COMPLETED: July 30, 1981

ESTIMATED PERCENT: ~~[illegible]~~ UNDERRUN 4.9 %

PERCENT OF AUTHORIZATION: 78.8 %

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT			Joe Wright	Reeder	Spring Lake
MILES PARTIALLY COMPLETED		PILING	100%	100%	100%
MILES COMPLETED		FOOTINGS	NA	NA	100%
TOTAL ESTIMATED QUANTITIES (CONTRACT)		CAPS	100%	100%	100%
TOTAL QUANTITIES CORRECTED TO DATE		SLABS	100%	100%	100%
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE		RAILINGS	100%	100%	100%
AVERAGE DAILY QUANTITIES		PAVING	100%	100%	100%
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	#16477	#16501	#16502					
PERCENT	100%	100%	100%					

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 6	Fair	193		
MONDAY 7	"	" [illegible]		
TUESDAY 8	"	" [illegible]		
WEDNESDAY 9	"	" [illegible]		
THURSDAY 10	"	" [illegible]		
FRIDAY 11	"	" [illegible]		
SATURDAY 5	"	" [illegible]		

RECEIVED
SEP 15 1981
CONSTRUCTION BRANCH

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GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY 6	
MONDAY 7	NO ACTIVITY
TUESDAY 8	NO ACTIVITY
WEDNESDAY 9	NO ACTIVITY
THURSDAY 10	NO ACTIVITY
FRIDAY 11	NO ACTIVITY
SATURDAY 5	

REMARKS

[redacted] Project has been completed, semifinal was submitted on 9/8/81

FINAL REPORT

SIGNED LOCATION Klamath Falls
Wayne F. Cobine, Resident Engineer

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP-F216

9236 4-1-81

MEMORANDUM

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL VOUCHER FOR PAYMENT UNDER 23 U.S.C. 117

D.O. VOUCHER NO.

STATE VOUCHER NO.

DATE

FHWA SCHEDULE NO.

PAID BY

Appropriation:

The United States, Dr., TO Treasurer of the State of Oregon

Address Capitol Bldg. - Salem, OR 97310

STATE Oregon

PROGRAM APPROVED

FEDERAL AID PROJECT NO. [illegible](1)

VOUCHER PERIOD From: [illegible] To: [illegible]

FINANCIAL DATA

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
$10,330.86	$10,320.23	88.18%	$9,100.38	$9,100.38	$ 0.00

	DATE	BY
RECEIVED IN FHWA DIVISION OFFICE		
FHWA REVIEW PERFORMED		Oregon
PASSED FOR PAYMENT		4-8-81
FORWARDED BY FHWA DIVISION OFFICE		V.E. Skoog, Controller

0.00

Form FHWA-1447A (4-78) PREVIOUS EDITIONS ARE OBSOLETE

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	Diversion Canal (Joe Wright) Bridge Section County Road in Klamath County					
	Preliminary Engineering Type Cost P.E. State	All Required			$10,320.23	
	Total Participating Cost				$10,320.23	
	Nonparticipating Cost State	All Required			10.62	
	Total Nonparticipating Cost				10.62	
	Total Project Cost				$10,330.85	
	Prepared based on Participating Costs as shown on Federal Billing as of 3/31/81					
	AMOUNT CARRIED FORWARD					

9

9236

OMB No. 04-R2089

STATE COPY

TO BE COMPLETED BY FHWA

MONTHLY TRANSACTION NO.

2-12

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FEDERAL-AID PROJECT AGREEMENT

1-26-81

regon

County
Klamath

Project No.
RS-B303(2)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Co. Rd., Approx. 3.5 mi. S. of Klamath Falls

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	11-20-80	0.04
OTHER *(Specify)*		

FUNDS PRO RATA 88.15%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 335,920.00	$ 296,113.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Assistant State Highway Engineer
(Title)

XX For: H.S. Coulter

State Highway Engineer
(Title)

By

(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For R.K. Green

Date executed by Division Administrator JAN 2 6 1981

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

file

Oregon State Highway Division
Salem, Oregon December 30, 1980

Federal Aid Project
No. RS-B303(2)

Diversion Canal (Joe Wright) Bridge
Joe Wright County Road
Klamath County

PROJECT AGREEMENT ESTIMATE

Type Code X080
Joe Wright Bridge, #16477 (Sta. 97+50 to Sta. 100+65)

Mobilization	33 %	All Required	$ 19,800.00
Temporary Protection and Direction of Traffic	33 %	All Required	1,650.00
Temporary Signs	20 Sq. Ft.	10.00	200.00
Temporary Continuous Rail Traffic Barrier, Reflectorized	50 Lin. Ft.	10.00	500.00
Bridge Removal Work		All Required	5,000.00
Structure Excavation	160 Cu. Yd.	5.00	800.00
Furnish Prestressed Concrete Piling	420 Lin. Ft.	15.00	6,300.00
Furnish 16-inch Prestressed Concrete Piling	954 Lin. Ft.	20.00	19,080.00
Drive Prestressed Concrete Piling	32 Each	425.00	13,600.00
Structural Concrete, Class	260 Cu. Yd.	All Required	37,000.00
4'x45'/50' Prestressed Slabs	44 Each	3,000.00	132,000.00
Reinforcement	26,300 lbs.	All Required	10,000.00
Pedestrian Handrail	420 Lin. Ft.	40.00	16,800.00
Metal Rail with Tubing	400 Lin. Ft.	40.00	16,000.00
Membrane Water Proofing	933 Sq. Yd.	15.00	13,995.00
Guardrail, Type 3	88 Lin. Ft.	30.00	2,640.00
Rail End Pieces, Type C	4 Each	150.00	600.00
		SUBTOTAL	$295,965.00
		Engineering	39,955.00
		TOTAL	$335,920.00

Length of Structure ------------ 0.060 mi.

Federal Funds (88.15%)----------	$296,113.00
County Funds -------------------	39,807.00
TOTAL COST	$335,920.00

Group 1-47%; Group 9-53%
Contract No. 9236
Prefix 518-1965
Prefix 218-8232
Prefix 518-1002

Diversion Canal (Joe Wright, Reeder & Spring Lake Road) Bridges
Nonparticipating-County Work

Reeder Bridge, #16502 (Sta. 5+56.24 to Sta. 6+62.62)

Mobilization	34 %	All Required	$ 20,400.00
Temporary Protection and Direction of Traffic	34 %	All Required	1,700.00
Temporary Signs	20 Sq. Ft.	10.00	200.00
Temporary Continuous Rail Traffic Barrier, Reflectorized	50 Lin. Ft.	10.00	500.00
Bridge Removal Work		All Required	3,000.00
Structure Excavation	85 Cu. Yd.	5.00	425.00
Furnish HP 10x42 Steel Piling	260 Lin. Ft.	13.00	3,380.00
Furnish Composite Piling	400 Lin. Ft.	20.00	8,000.00
Drive Steel Piles	10 Each	700.00	7,000.00
Drive Composite Piles	10 Each	700.00	7,000.00
Splice Steel Piles	2 Each	60.00	120.00
Structural Concrete , Class 3300	70 Cu. Yd.	All Required	10,000.00
4'x35'/40' Prestressed Slabs	33 Each	2,100.00	69,300.00
Reinforcement	8,000 lbs.	All Required	3,000.00
Pedestrian Handrail	263 Lin. Ft.	40.00	10,520.00
Metal Rail with Tubing	213 Lin. Ft.	40.00	8,520.00
Membrane Water proofing	546 Sq. Yd.	15.00	8,190.00
Guardrail, Type 3	63 Lin. Ft.	30.00	1,890.00
Rail End pieces, Type B	4 Each	100.00	400.00
			$ 163,545.00

Spring Lake Road Bridge, #16501 (Sta. 6+06.24 to Sta. 7+22.17)

Mobilization	33 %	All Required	$ 19,800.00
Temporary Protection and Direction of Traffic	33 %	All Required	1,650.00
Temporary Signs	20 Sq. Ft.	10.00	200.00
Temporary Continuous Rail Traffic Barrier, Reflectorized	50 Lin. Ft.	10.00	500.00
Bridge Removal Work		All Required	1,000.00
Shoring, Cribbing, Etc.		All Required	500.00
Structure Excavation	200 Cu. Yd.	5.00	1,000.00
Structure Excavation Below Elev. Shown	20 Cu. Yd.	25.00	500.00

Furnish 16-inch Prestressed Concrete Piling	600 Lin. Ft.	20.00	12,000.00
Drive Prestressed Concrete Piling	10 Each	500.00	5,000.00
Structural Concrete, Class 3300	70 Cu. Yd	All Required	10,000.00
4'x40'/45' Prestressed Slabs	33 Each	2,100.00	69,300.00
Reinforcement	8,100 lbs.	All Required	4,000.00
Pedestrian Handrail	268 Lin. Ft.	40.00	10,720.00
Metal Rail with Tubing	263 Lin. Ft.	40.00	10,520.00
Membrane Water proofing	600 Sq. Yd.	15.00	9,000.00
Guardrail, Type 3	50 Lin. Ft.	30.00	1,500.00
Rail End Pieces, Type B	4 Each	100.00	400.00
Loose Riprap Class 100	90 Cu. Yd.	25.00	2,250.00
			$159,840.00
		SUBTOTAL	$323,385.00
		Engineering	43,656.00
		TOTAL	$367,041.00

#7236

January 21, 1981

Board of County Commissioners
Klamath County
Courthouse
Klamath Falls, OR 97601

AGR 4

Attention: William D. Milne
County Clerk

MISC. CONTRACTS and
AGREEMENTS No. 7221

Gentlemen:

Attached for your records is a fully executed copy of an agreement to construct the Diversion Canal (Joe Wright Road) Bridge.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

dme
Attachment

bc: Don Harwell (agreement attached)

PRO 6

STATE OF OREGON

INTEROFFICE MEMO

TO: H. S. Coulter
State Highway Engineer

DATE: June 24, 1980

FROM: D. E. Swan
Operation Programming Engineer

SUBJECT: Proposed FAS-C Project
Klamath County

Klamath County is requesting the authorization for the construction of a bridge over the Diversion Canal on Joe Wright Road, FAS-B303. Structure will be approximately 200 feet long with a roadway 44-feet wide. Sidewalks are desired. County will construct the approaches and pave the structure. Engineering by State. Preliminary Engineering was approved February 7, 1980.

Jurisdiction	Section	Total Funds	Federal Funds	State Funds	Local Funds
Klamath Co.	Diversion Canal (Joe Wright) Bridge, FAS-B303	$350,000	$308,000	$21,000	$21,000

The region and this office have investigated the proposed project, confirming its validity and financing under the FAS-C program. I recommend your approval and request you authorize this project under delegated authority.

APPROVED BY:

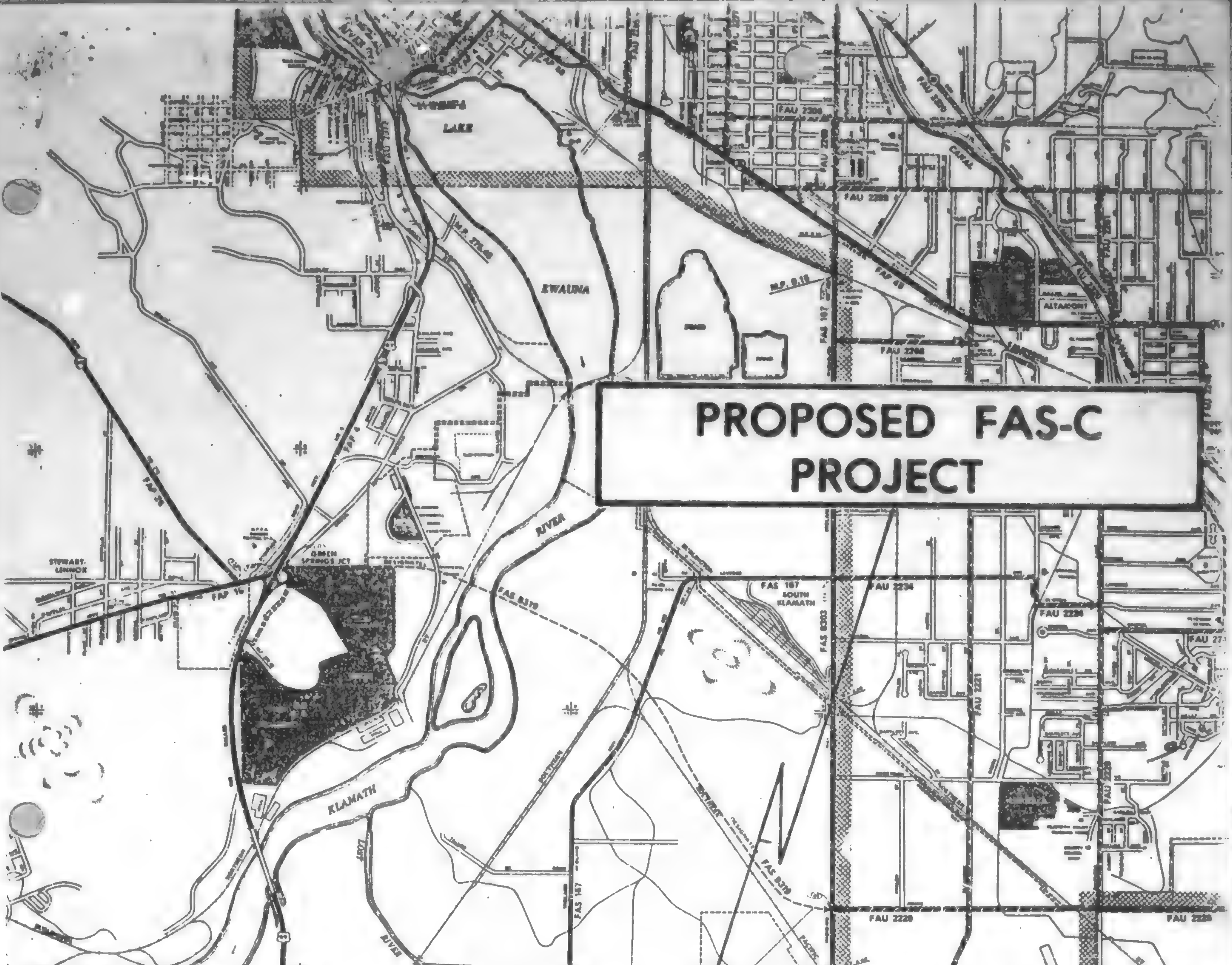
H S Coulter
H. S. Coulter
State Highway Engineer

Date 6/25/80

HR:pf
Attachment

6-25-80
Orig. [illegible] [illegible]
Copy filed

Contains Recycled Materials
81-125-1387


LAKE
EWAUNA
RIVER
KLAMATH
DIVERSION
SPUR
CHANNEL
STEWART-LENNOX
GREEN SPRINGS JCT
SOUTH KLAMATH
ALTAMONT
KINGSLEY
FIELD
MILLER
HILL
FAU 2220
FAU 2234
FAU 2208
FAU 2260
FAS 167
FAS 8303
FAS 8302
FAS 8370
FAP 4
FAP 15
M.P. 8.18
RIVER

PROPOSED FAS-C PROJECT

KLAMATH FALLS
URBAN AREA MAP
KLAMATH COUNTY OREGON

9236

December 19, 1980

ACC

Klamath County Board of Commissioners
Courthouse
Klamath Falls, Oregon 97601

Attn: Mr. Earl Kessler
Director of Public Works

Gentlemen:

On December 18, 1980 the Highway Division received a satisfactory bid from F. E. Ward Inc., P.O. Box 950, Woodland, Washington 98674 for the three bridges over Diversion Canal on Joe Wright Road - FAS-E303, Reeder Road, and Spring Lake Road. Based upon this bid the County's advance deposit will be:

Contractor's Bid		$619,350.00
	Joe Wright	Reeder & Spring Lake
	$296,181.67	$323,168.33
4 1/2% Contingencies	13,328.17	14,542.57
9% Engineering	26,656.35	29,085.15
	$336,166.19	$366,796.05
Est. P.E. Cost	6,000.00	7,000.00
Less Advance Deposit for PE	------	-13,000.00
Less Federal Funds (88% of $342,166.19)	-301,106.25	----
	$ 41,059.94	$360,796.05

County's Share 1/2 of $41,059.94 = $20,529.97 $360,796.05

(518-1965+1002)

County's Share of Costs $381,326.02

By rounding the County's Advance Deposit will be $381,300.00

We will award the contract when we receive your advance deposit, which should be in this office no later than January 9, 1981.

The attached sheet describes the three options for making your advance deposit. Please select the option you desire and submit your advance deposit according to the instructions.

Rec'd 1-7-81 Informed Lou Olson + Region

Very truly yours,

for D. E. Swan
Operation Programming Engineer

HR:pf
Attachment
bcc w/AD # 850: John Hagedorn, Region 4 Federal Aid Engineer
Vern Skoog - Please return completed AD # 850 when advance deposit is received.

9236

2.

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

11-25-80

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.: S-B303(2)

STATE PROJECT NO.: See below

FROM:
G.L. Green, Division Administrator
FHWA - Oregon Division

PROGRAM NO.:

ITEM NO.: 00100

COUNTY NAME: Klamath

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR.
DEC 5 -'80
REFER TO Moelwing
FOR
Info | Inves | R/D | D/R | Spn | Act | File

12-5
0840

DATE PS&E APPROVED: 11/20/80

DATE AUTHORIZATION EFFECTIVE: 11/25/80

FEDERAL ROUTE NUMBER: Secondary B303

STATE ROUTE NUMBER: County Road

GENERAL LOCATION:

Diversion Canal (Joe Wright) Bridge Section

GENERAL DESCRIPTION OF WORK:

Advertise for bids

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION

☐ OTHER *(Specify)*

☐ ACQUISITION OF RIGHT-OF-WAY

☒ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

I accept the certification of Mr. Rod Henry dated 11/18/80 that provisions of FHPM 7-5-1 have been complied with and you are now authorized to advertise for bids.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
11/25/80	G. K.	for Division Administrator

FORM PR-1240 (REV. 6-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U. S. GOVERNMENT PRINTING OFFICE: 1978-631-085

9236

ENVIRONMENTAL REVIEW CHECKLIST

Klamath

ALL CLEAR 11/24/80

Dec. 18, 1980 Bid Letting ________ All Clear Deadline

SECTION Diversion Canal (Joe Wright, Reeder, & Spring Lake Road) Bridge

Highway ________

County Klamath Region 4

Type of Work Structure Funds Others, FAS-C

State ___ Consultant ___ Plans Avail. ___ Yes ___ No

~~DSL~~

~~Coast Noise Restraints~~

DOCUMENTS:	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR	Cat. Excl.
EIS	☒	☐	☐	☐	☐	
Negative Declaration	☒	☐	☐	☐	☐	
Project Assessment	☒	☐	☐	☐	☐	
Write-off Letter	☒	☐	☐	☐	☐	

PERMITS:	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR	
Division of State Lands	☐	☒	☐	☐	☒	
D.O.G.M.I.	☒	☐	☐	☐	☐	
Corps of Engineers	☐	☒	☐	☐	☒	
Coast Guard	☒	☐	☐	☐	☐	
Co. Conditional Use	☒	☐	☐	☐	☐	
NPS Air Pollution	☒	☐	☐	☐	☐	
NPS Water Pollution	☒	☐	☐	☐	☐	
	☐	☐	☐	☐	☐	
	☐	☐	☐	☐	☐	

CULTURAL:	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR	
Cultural Survey	☐	☒	☐	☐	☒	
Cultural Salvage	☒	☐	☐	☐	☐	

NOISE:	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR	
Noise Study	☐	☒	☐	☐	☐	

9236

Section DIVERSION C[illegible]AL (Joe Wright, Reeder Programming Estimate $ [illegible]

~~Highway~~ & Spring Lake Rd's) Bridges Project Length

Highway Co. Rds
County Klamath Completion Time 275 Cal. Days

Kind of Work [illegible] Est. Comp. Date

Prefix 518 - 1965 Letting Date Project No. RS-[illegible](2)
18 - 8231
218 - 8272

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount . . . . A 754,643 $B 752,613

Anticipated Additional Items:

ROUTING SLIP—DEPT. OF TRANSPORTATION Date: 11-19-80

Director
Chief of Operations
Asst. Dir.-Administration
Asst. Dir.-Transportation Policy & Program Develop.
Accounting (Highway)
Administrative Services
Chief Counsel
Commission Services
Construction
Data Processing (Trans. Bldg.)
Employee Development
Engineering (Design)
Environmental
Equipment Shops & Storeroom
Finance (DOT)
FHWA

General Files
General Services (DOT)
Information Systems (Lane Ave.)
Labor Relations
Landscape
Library
Location
Mail Room
Maintenance
Materials & Research
Motor Vehicles
Organization & Manpower Services
Parks & Recreation
Permits & Weighmaster
Personnel Operations
Photocopy
Proj. Mgmt. & Operations Planning

Public Affairs
Public Transit
Radio
Right of Way
Safety & Health Services
Sign Shop
State Highway Engineer
Structures
Technical Services Engineer
Traffic Support Services
Transportation Policy & Program Development
Travel Information
Utilities
Metropolitan
[✓ Region Number 4]
District Number

ATTENTION: John Hagedorn

FROM: Proj. Mngt.

COMMENTS: Please inform the county.

Form 731-0022 (7/78) SP*70482-734

11-25-80 County [illegible] not object [illegible] John Hagedorn [illegible] Price - so must be OK

Subtotal A 754,643 $B 752,613

Contingencies . . . . A 33,958 .94 B 33,862 .80

Engineering (~~8,~~ 9, ~~10~~%) . . . . A 67,917 .86 B 67,735 .10

~~Subtotal~~ $

~~Credit for~~

Estimated Net Authorization, Construction . . . . A 856,519 .24 $B 854,213 .76

(FAS-C) APPROVED

	"B"	"A"
Joe Wright Rd	$ 426,657	$ 428,963
Less Federal Share (88%)	375,458	377,487
	51,199	51,476
½ of 51,199	25,600	25,738
Reeder Rd	198,222	198,222
Spring Lake Rd	229,334	229,334
Est County Cost	$ 453,155	$ 453,294

J H [illegible]
Road Design Engineer

Section DIVERSION C[illegible]AL (Joe Wright, Reeder Programming Estimate $ [illegible]

~~Highway~~ & Spring Lake Rd's) Bridges Project Length

Highway Co. Rds
County Klamath Completion Time 275 Cal. Days

Kind of Work [illegible] Est. Comp. Date

Prefix 518-1965 Letting Date Project No. RS-[illegible](2)
18-8231
218-8232

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount		A 754,643 $ B 752,613
Anticipated Additional Items:		
Royalty Payment		
Permit Fees		
Slide Correction		
Railroad Protective Costs		
Other Railroad Costs		
Permanent Signing		
Permanent Pavement Striping		
Temporary Pavement Striping		
Remove Pavement Striping (Exist. & Temp.)		
Temporary Erosion Control		
State Furnished		$
Roadside Seeding & Mulching		
Asphalt Cement Adjustment		
On the Job Trainees		
State Responsibility for Damages		
Signal Controller Testing (Engineering)		
Bikeway Signs		
Furnish Mailbox Posts		
Adjust Utilities:		
Subtotal		A 754,643- $ B 752,613-
Contingencies (4-1/2%)		A 33,958 94 B 33,862 50
Engineering (~~8~~, 9, ~~10~~%)		A 67,917 80 B 67,735 10
~~Subtotal~~		$
~~Credit for~~		
Estimated Net Authorization, Construction		A 856,519 81 $ B 854,215 76

FAS-C
APPROVED

	"B"	"A"
Joe Wright Rd	$ 426,657	$ 428,963
Less Federal Share (88%)	375,458	377,487
	51,199	51,476
½ of 51,199	25,600	25,738
Reeder Rd	198,222	198,222
Spring Lake Rd	229,334	229,334
Est. County Cost	$ 453,155	$ 453,294

Road Design Engineer

OREGON STATE HIGHWAY DIVISION

SUMMARY—BID SCHEDULE—COST ESTIMATE

Sheet 1 of 3

Date

Section Lost River Diversion Canal (Joe Wright, Reeder & Spring Lake) County

Kind Of Work Length Name Day 11-12-80

No.	Item	Code	Unit	Quant.	Unit Cost	Total
1	Mobilization		All	All	(10%)	70,000
	Temporary Protection and Direction of Traffic		All	All		750
	Temporary Signs		Sq Ft	60	6 -	360
	Temporary Continuous Rail Traffic Barrier, Reflectorized		Lin Ft	150	8 -	1200
	Structures					
	Bridge No. 16477					
	Bridge Removal Work		All	All		1500
	Structure Excavation		Cu Yd	160	12	1920
	Furnish Prestressed Concrete Piling		Lin Ft	420	20	840
	Furnish 16-inch Prestressed Concrete Piling		Lin Ft	954	22	20,9
	Drive Prestressed Concrete Piling		Each	32	450	14,4
	Structural Concrete, Class 3300 (260 CY @ $240)		All	All		62,4
	4'x 45'/50' Prestressed Slabs		Each	44	3700	162,8
	Reinforcement (24,300 lb @ $.50)		All	All		12,15
	Pedestrian Handrail		Lin Ft	420	43	18,06
	Metal Rail with Tubing		Lin Ft	400	50	20,0
	Membrane Waterproofing		Sq Yd	933	13	12,12
	Guard Rail, Type 3		Lin Ft	88	35.00	308
	~~Guard Rail Anchors, Type 1~~		~~Each~~	~~2~~	~~400.00~~	~~800~~
	~~Rail End Pieces, Type B~~		~~Each~~	~~2~~	~~90.00~~	~~180~~
	Rail End Pieces, Type C		Each	4	120.00	480
	Bridge No 16052					
	Bridge Removal Work		All	All		12,00
	Structure Excavation		Cu Yd	85	12	10
	Furnish HP 10X42 Steel Piling		Lin Ft	260	12	312

OREGON STATE HIGHWAY DIVISION
SUMMARY--BID SCHEDULE--COST ESTIMATE

Sheet 2 of ___
Date ___
County ___
tion ___
Length ___ Name ___
Kind Of Work ___

No	Item	Code	Unit	Quant.	Unit Cost	Total
	Furnish Composite Piling		Lin Ft	400	30	12,000
	Drive Steel Piles		Each	10	450	4500
	Drive Composite Piles		Each	10	450	4500
	Splice steel Piles		Each	2	100	200
	Structural Concrete, Class 3300 (70 cy @ 240)		All	All		16,800
	4'x35'/40' Prestressed Slabs		Each	33	2300	75,90
	Reinforcement (8000 lb @ 0^{50})		All	All		4000
	Pedestrian Handrail		Lin Ft	263	43	11,30
	Metal Rail with Tubing		Lin Ft	213	50	10,65
	Membrane Waterproofing		Sq Yd	546.	13	709
	Guard Rail, Type 3		Lin Ft	63	35^{00}	220
	Rail End Pieces, Type B		Each	4	90^{00}	360
	Bridge No 16 501					
	Alternate "A"					
	Bridge Removal Work		All	All		12,000
	Shoring, Cribbing, Etc.		All	All		5000
	Structure Excavation		Cu Yd	200	12	2400
	Structure Excavation Below Elevations Shown		Cu Yd	20	15	300
	Furnish 16-inch Prestressed Concrete Piling		Lin Ft	600	22	13,200
	Drive Prestressed Concrete Piling		Each	10	450	4500
	Structural Concrete, Class 3300 (90 cy @ 240)		All	All		21,600
	4'/40'/45' Prestressed Slabs		Each	33	2400	79,200
	Reinforcement (10,800 lbs @ 0^{50})		All	All		5400

OREGON STATE HIGHWAY DIVISION
SUMMARY--BID SCHEDULE--COST ESTIMATE

Sheet 3 of 3
Date
County
Name
Section
Kind Of Work
Length

No	Item	Code	Unit	Quant.	Unit Cost	Total
	Pedestrian Handrail		Lin Ft	268	43	11,524
	Metal Rail with Tubing		Lin Ft	263	50	13,150
	Membrane Waterproofing		Sq Yd	600	13	7800
	Guard Rail, Type 3		Lin Ft	50	35.00	1750
	Rail End Pieces, Type B		Each	4	90.00	360
41	Loose Riprap, Class 100		Cu. Yd.	90	20.00	1800
	Bridge No. 16501					
	Alternate "B"					
48	Bridge Removal Work		All	All		12,000
	Structure Excavation		Cu Yd	100	12	1200
	Furnish Prestressed Concrete Piling		Lin Ft	480	14	6720
	Furnish 16-inch Prestressed Concrete Piling		Lin Ft	600	22	13200
	Drive Prestressed Concrete Piling		Each	20	450	9000
	Drilling Pile Holes		Lin Ft	20	10	200
	Structural Concrete, Class 3300 (70 cy @ $240)		All	All		16,80
	4'x40'/45' Prestressed slabs		Each	33	2400	79,20
	Reinforcement (8100 lbs @ 0.50)		All	All		4050
	Pedestrian Handrail		Lin Ft	268	43	11,52
	Metal Rail with Tubing		Lin Ft	263	50	13,15
	Membrane Waterproofing		Sq Yd	600	13	7800
	Guard Rail, Type 3		Lin Ft	50	35.00	1750
61	Rail End Pieces, Type B		Each	4	90.00	360

9236

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No
PRO 6

November 10, 1980

TO: G. L. Green, Division Administrator
Federal Highway Administration

Original Signed By
D. E. Swan

FROM: D. E. Swan
Operation Programming Engineer

SUBJECT: Project Data Submissions
Item No. 00100
Project No. RS-B303(2)
Diversion Canal (Joe Wright) Bridge Section
Klamath County

Attached support data consists of PR-1 forms with project maps.

I request authorization to proceed with actions necessary to advance the physical construction provided for by the project at an estimated total cost of $500,000 with an obligation of $440,750 in Federal funds.

DRH:bke
Attachments

cc: DD. Allen (Region 4)
H. Reynoldson w/att.
General Files

Budget Bureau No. 41-R2

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O.

FORM PR-1
(REV. 4-61)

November 10, 1980

FEDERAL - AID PROGRAM DATA

(PPM 21-1)

CARD 2	REPORT NUMBER (19) (20)	PROJECT LOCATION (43 typewriter spaces) 21 Co. Rd., Approx. 3.5 mi. S. of Klamath Falls 65	**ADT**	PRESENT 3,000	FUTURE ----- (66) (70)	YEAR --- (71) (72)	REGION 10	STATE NAME Oregon

CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) 28 One Bridge 62	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)	PROJECT NUMBER PREFIX LETTER(S) 14 RS- 23	NUMBER 7 B303

CARD 4	CLASS OF FEDERAL FUNDS Rural Secondary		COUNTY NAME Klamath			
	NAME OF URBAN AREA 17-31 ---	ROUTE NO. S	FEDERAL-AID B303 (32)	STATE Co. Rd. (36)	U.S. (37) ---	

ESTIMATED PROJECT COST BY PHASES

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	CLASS	WORK TYPE	WORK STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS (County)
1	(14-15)	(16	41	42	43 46	53		(54) (58)	(59) (66)	(67) (76)		
5					**PE**							
5					**ROW**							
5					**CONST** (CODE) X080		"Diversion Canal (Joe Wright) Bridge Section."	0.04	500,000	440,750		59,250

CARD 1	CODE 1	PREPARED BY DRH	PROJECT TOTALS	(16) (23)	(24) (33)
1	14	PROGRAM APPROVAL DATES			

REMARKS

Additional Data: Item No. 0
No. RS-B30

518-1965

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FORM PR-1
(REV. 4-61)

FEDERAL-AID PROGRAM DATA
(PPM 21-1)

November 10, 1980

OCATION (45 typewriter spaces)	ADT	PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
, Approx. 3.5 mi. S. of Klamath Falls		3,000	-----	---	10	Oregon	41	075	00100

5 typewriter	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	T. Projects Only POST MI.	DESIG.
		▨	▨	▨	▨			RS-	B303	(2)		

Rural Secondary

COUNTY NAME: Klamath
CODE: 035

ROUTE NO. S
FEDERAL-AID: B303
STATE: Co. Rd.
U.S.: ---

PROGRAM STAGE ☐ 1 OR ☐ 2

	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS (County)	CHARACTER OF PROPOSED WORK (Full description)
T		"Diversion Canal (Joe Wright) Bridge Section."	0.04	500,000	440,750		59,250	ROW-60'; Access Control-none; Parking Restrictions-partial.
	DRH	PROJECT TOTALS						

ATES

REMARKS

Additional Data: Item No. 00100; Project No. RS-B303(1).

-over-

USCOMM DUSCOMM-DC 48903-P61

Diversion Canal (Joe Wright) Bridge Section
Project No. RS-B303(2)

Remarks Continued:

Project Data: Work under this project is to construct on existing alignment one 190-ft. prestressed concrete flat slab span structure having 32-ft. 10 in. roadway section with 4-ft. 8 in. sidewalks on both sides and incidental work common to this type of project. Utility adjustments as required. Furnish and stockpile necessary guardrail for approach roadways.

Note: County will construct road approaches and install guardrail for approach roadways.

Exceptions to Minimum Standards: None.

Accommodation of Utilities: A State-County agreement to comply with paragraph 6d(1) of PPM 30-4.1 has been executed.

Maintenance: A State-County agreement to comply with Section 116, Title 23 U.S.C. has been executed.

Note 1) This project is in Congressional District No. 2.
2) Included in SOCL September page 6, No. 3.

9236

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                                                                                              STATE
DIV CANAL(JOE WRIGHT) BR    CONT NO      FA PROJ NOS RS   303001 100
                              518    1966    901   00 P 1      418.29          742.44        742.44
                              518    1965    901   00 N 1       10.62           10.62         10.62
                              518    1965    906   00 P 1      745.77          745.77        745.77
                              518    1965    910   00 P 1       64.56           64.56         64.56
                              518    1965    911   00 P 1       80.08           80.08         80.08
                              518    1965    914   00 P 1       18.70           18.70         18.70
                              518    1965    918   00 P 1      479.28          479.28        479.28
                              518    1965    922   00 P 1       66.87           66.87         66.87
                              518    1966    923   00 P 1                       45.63         45.63
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10-80

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                                                                       OCTOBER 1980        PAGE  731
TOTAL TO DATE JOB COST SUMMARY
                                                                          FISCAL           GRAND TOTAL
DESCRIPTION OF JOB OR DEPARTMENT    PREFIX      FUNCTION   GR  CURRENT MONTH  YEAR TO DATE       TO DATE
                                 518   1966      926    00 P 1     1,693.48       2,420.02       2,420.02
                                 518   1965      927    00 P 1     1,218.00       1,218.00       1,218.00
                                                 TOT    P1         4,785.03       5,881.35       5,881.35
                                                 TOT    N1            10.62          10.62          10.62
                                              ** JOB TOTALS **     4,795.65  **   5,891.97  **   5,891.97  ** X

                                                                                                    STATE
  BUCK CRK RD REALIGMENT    CONT NO      * FA PROJ NOS RS   316001 100                   20,533.79CR
                              519    1924    296     00 N 9                                1,160.00
                              519    1924    297     00 N 9                               19,373.79
                              519    1924    298     00 N 9                                9,025.95
                              519    1924    901     00 P 1                        80CR      200.17
                              519    1924    901     00 N 1                                  565.14
                              519    1924    904     00 P 1                                5,235.57
                              519    1924    905     00 P 1                                   36.51
                              519    1924    907     0C P 1                        81CR    3,331.58
                              519    1924    910     00 P 1                                  107.94
                              519    1924    913     00 P 1                                   99.48
                              519    1924    914     00 P 1                                   54.19
                              519    1924    918     00 P 1                                   68.48
                              519    1924    920     00 P 1                                  999.52
                              519    1924    921     00 P 1                                  352.42
                              519    1924    922     00 P 1                                2,711.29
                              519    1924    923     00 P 1                        81CR   22,588.02
                                             TOT     P1                            80CR      200.17
                                             TOT     N1                   **   1.61CR**   22,788.24  **
                                          ** JOB TOTALS **
                                                                                                    STATE
  HART LK BR REPLACEMENTS   CONT NO 0000 * FA PROJ NOS RS   329001 100     3,052.85CR     14,462.85CR
                              519    1925    296     00 N 9                                  690.00
                              519    1925    297     00 N 9                  3,052.85     13,772.85
                              519    1925    298     00 N 9                                4,526.95
                              519    1925    901     00 P 1                     11.48         11.48 ✓
                              519    1925    901     00 N 1
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CRATER LAKE NP STRIPING     CONT NO      FA PROJ NOS                                    1,221.49              1,221.49
                               018  8230     199     00                      **          1,221.49  **          1,221.49  **
                                          ** JOB TOTALS **

                                                                                                                    STATE
DIV CANAL(REEDER RD) BR     CONT NO      FA PROJ NOS
                               018  8231     900     00         624.82                     955.72                 955.72
                               018  8231     901     00           2.70                       2.70                   2.70
                               018  8231     905     00          54.42                      54.42                  54.42
                               018  8231     906     00         106.32                     106.32                 106.32
                               018  8231     914     00         137.23                     169.26                 169.26
                               018  8231     918     00                                    407.10                 407.10
                               018  8231     926     00         624.87                   1,471.39               1,471.39
                                          ** JOB TOTALS **    1,550.36  **               3,166.91  **           3,166.91  **  X

                                                                                                                    STATE
DIV CANAL(SPRING LAKE)BR    CONT NO      FA PROJ NOS
                               018  8232     900     00       1,008.92                   1,229.52               1,229.52
                               018  8232     905     00          29.88                      29.88                  29.88
                               018  8232     906     00                                     18.00                  18.00
                               018  8232     914     00         137.21                     144.66                 144.66
                               018  8232     918     00           1.12                     448.32                 448.32
                               018  8232     926     00         620.73                   1,513.31               1,513.31
                                          ** JOB TOTALS **    1,797.86  **               3,383.69  **           3,383.69  **  X

                                                                                                                    STATE
KLAMATH FALLS-DRILL 4 12' COR CONT NO    FA PROJ NOS                                       22.20                  22.20
                               018  8233     199     00                      **             22.20  **              22.20  **
                                          ** JOB TOTALS **

                                                                                                                    STATE
WAREHAUSER TRUCKS SIGNS     CONT NO      FA PROJ NOS                                      384.46CR               384.46CR
                               018  8234     594     00                      **            384.46CR**             384.46CR**
                                          ** JOB TOTALS **


                                                                       OCTOBER 1980          PAGE 1695
TOTAL TO DATE JOB COST SUMMARY
                                                                           FISCAL            GRAND TOTAL
DESCRIPTION OF JOB OR DEPARTMENT        PREFIX      FUNCTION   GR  CURRENT MONTH    YEAR TO DATE          TO DATE

                                                                                                                    STATE
RMD MOUNTAIN-LAKEVIEW-OSP   CONT NO     * FA PROJ NOS                                                          33.40
                               019  8204     407     00                                                    1,843.92CR
                               019  8204     594     00                                                        79.77
                               019  8204     631     00                                                       130.00
                               019  8204     641     00                                                     1,600.75
                               019  8204     900     00                      **                  **                    **
                                          ** JOB TOTALS **

                                                                                                                    STATE
LAKEVIEW/LAKE COUNTY AIRPORT  CONT NO    FA PROJ NOS                                                            5.19
                               019  8205     407     00
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                                                                              OCTOBER 1980        PAGE  741
TOTAL TO DATE JOB COST SUMMARY
                                                                                 FISCAL            GRAND TOTAL
DESCRIPTION OF JOB OR DEPARTMENT     PREFIX       FUNCTION   GR  CURRENT MONTH    YEAR TO DATE        TO DATE
                                                                                                      323.42
                                  527    1947      914      00 P 1                                    635.32
                                  527    1947      918      00 P 1                                     13.40
                                  527    1947      920      00 P 1                                    831.24
                                  527    1947      921      00 P 1                                     19.24
                                  527    1947      922      00 P 1                                     47.84
                                  527    1947      923      00 P 1                                    122.72
                                  527    1947      924      00 P 1                                  4,196.65
                                  527    1947      926      00 P 1                                  1,132.85
                                  527    1947      950      00 P 1                                 40,092.68
                                                   TOT      P1                                        100.00
                                                   TOT      N1                                     40,192.68  **
                                                ** JOB TOTALS **          **               **

                                                                                                          STATE
  SPTC XING & ROGERS ROAD        CONT NO        FA PROJ NOS RRS 557002 100                             71.40
                                   527    1968     905      OC P 1                                     71.40
                                                   TOT      P1                                         71.40  **
                                                ** JOB TOTALS **          **               **

                                                                                                          STATE
  SOAP CREEK BRIDGE              CONT NO        FA PROJ NOS RS  515001 100  397.39CR       3,191.74CR  15,287.69CR
                                   527    1969     296      00 N 9          397.39         3,191.74    15,287.69
                                   527    1969     298      00 N 9                            92.03     5,839.44
                                   527    1969     901      00 P 1                           139.94     1,455.24
                                   527    1969     905      00 P 1        2,957.86CR       1,828.96CR     539.25
                                   527    1969     906      00 P 1                                        669.36
                                   527    1969     909      00 P 1                             1.21       725.71
                                   527    1969     910      00 P 1                                        180.50
                                   527    1969     911      00 P 1                                         34.27
                                   527    1969     913      00 P 1                                         20.33
                                   527    1969     914      00 P 1                                      1,712.99
                                   527    1969     918      00 P 1                                         14.07
                                   527    1969     920      00 P 1                           299.20       299.20
                                   527    1969     921      00 P 1          149.60              4.13        48.62
                                   527    1969     922      00 P 1                           132.90       199.33
                                   527    1969     923      00 P 1                           496.25     2,506.58
                                   527    1969     926      00 P 1                         2,958.56     3,098.62
                                   527    1969     927      00 P 1        2,958.56         2,295.26    17,343.51
                                                   TOT      P1              150.30         2,295.26    17,343.51  **
                                                ** JOB TOTALS **            150.30  **     2,295.26 **

                                                                                                          STATE
  HAY CAN CR (MONKLAND) BR       CONT NO        FA PROJ NOS RS  443001 100  1,163.19CR      4,885.90CR   9,555.54CR
                                   528    1961     296      00 N 9        1,163.19         4,885.90     9,555.54
                                   528    1961     298      00 N 9           26.58           458.92     4,980.26
                                   528    1961     901      00 P 1          487.87         1,601.86     1,601.86
                                   528    1961     905      00 P 1                             2.06         2.06
                                   528    1961     906      00 P 1                           439.36       439.36
                                   528    1961     909      00 P 1
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9236 2.

Form FHWA 121 (1/80)

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

THE OREGON DIVISION - Salem
UNITED STATES GOVERNMENT

memorandum

Subject: Oregon Project FAS-B303(1)
Diversion Canal (Joe Wright) Br.
Klamath County

Date: October 30, 1980

From: G. L. Green, Division Administrator

Reply to Attn. of: HFO.4/5-OR

To: Mr. H. S. Coulter, State Highway Engineer, ODOT

We have reviewed your request of September 29, 1980, on behalf of Klamath County, for the exception to the minimum standard for roadway width for this project.

We concur with your request. Our concurrence is based on the planned construction of the southside Bypass which will direct traffic from Joe Wright Road and that the proposed structure will be of sufficient width to carry the adjacent roadway section. In addition, should additional roadway width be required at some later date, the sidewalk area could be added to the roadway with only minor work.

G. K. Hosner
for G. L. Green

NOTED
H. S. COULTER

11-6-80
cc Versteeg
Christian

RECEIVED
STATE HWY ENGR
NOV 4 - '80
REFER TO
FOR

Info	Invest	R/D	O/R	Sign	Act	File
					A	

R

9236

STATE OF OREGON

INTEROFFICE MEMO

DES 23
16477

TO: Mr. Dale Allen
Region 4 Engineer

DATE: October 23, 1980

FROM: J. E. Chidsey
Supervising Engineer

SUBJECT:

Lost River Diversion Channel
Lost River Diversion Channel Sec.
Joe Wright Road
Klamath County
Bridge 16477

Enclosed are four reduced prints of Drawings 35655 and 35638 which are the preliminary plan and elevation and vicinity map for the subject structure.

Note that concrete bridge approach panels have not been included in this project.

Our present estimate of costs for the proposed contract is

Structure	$408,000
Engineering and Contingencies	82,000
TOTAL	$490,000

Please use these prints to obtain the approval of Klamath County. Return one set of prints to this office as soon as possible with the appropriate approval stamped thereon.

We plan to call for bids on this project on December 18, 1980.

JEC:smd
Enclosures

cc H. A. Schell /w/ 1 set encls.
Engineering /w/ 1 set encls.
~~Loc~~al Government /w/ 1 set encls.
Environment (M.Banks) /w/ 1 set encls.

HAL

Contains
Recycled
Materials

9236

STATE OF OREGON

INTEROFFICE MEMO

DATE: October 1, 1980

DES 23
Br 16502

TO: Mr. Dale Allen
Region 4 Engineer

FROM: J. E. Chidsey
Supervising Engineer

SUBJECT: Lost River Diversion Channel
Reeder Road
Klamath County
Bridge 16502

Enclosed are four reduced prints of drawings 35624 and 35466 which are the preliminary plan and elevation and vicinity map for the subject structure.

Note that concrete bridge approach panels have not been included in this project.

Our present estimate of costs for the proposed contract is

Structure	$179,000
Engineering and Contingencies	36,000
TOTAL	$215,000

Please use these prints to obtain the approval of Klamath County. Return one set of prints to this office as soon as possible with the appropriate approval stamped thereon.

We plan to call for bids on this project on November 20, 1980.

JEC:dh
Enclosure

cc Engineering /w/ 1 set encls.
Local Government /w/ 1 set encls.
Environment (M. Banks) /w/ 1 set encls.

PROJECT MANAGEMENT BRANCH
ASHE ☐ STE ☐
PLE ☐ RE ☐ PRE ☐

REFERRED TO ____________
FOR ____________
FILE: PM FA LG.

Contains Recycled Materials

9236

STATE OF OREGON

INTEROFFICE MEMO

TO: Mr. Dale Allen
Region 4 Engineer

DATE: October 1, 1980

DES 23
Br 16501

FROM: J. E. Chidsey
Supervising Engineer

SUBJECT: Lost River Diversion Channel
Spring Lake Road
Klamath County
Bridge 16501

Enclosed are four reduced prints of drawings 35624 and 35465 which are the preliminary plan and elevation and vicinity map for the subject structure.

Note that concrete bridge approach panels have not been included in this project.

Our present estimate of costs for the proposed contract is

Structure	$168,000
Engineering and Contingencies	33,000
TOTAL	$201,000

Please use these prints to obtain the approval of Klamath County. Return one set of prints to this office as soon as possible with the appropriate approval stamped thereon.

We plan to call for bids on this project on November 20, 1980.

JEC:dh
Enclosures

cc Engineering /w/ 1 set encls.
Local Government /w/ 1 set encls.
Environment (M. Banks) /w/ 1 set encls.

PROJECT MANAGEMENT BRANCH
ASHE ☐ STE ☐
PLE ☐ RE ☐ PRE ☐
[illegible]
REFERRED TO ____________
FOR ____________
FILE: PM FA LG.

Contains Recycled Materials

9236

OREGON STATE HIGHWAY DIVISION
Location Section
Surfacing Design Unit

Section: Diversion Canal (Joe Wright) Bridge
Date September 30, 1980
Highway: FAS - B303 (Joe Wright Rd.)
Twenty Year Traffic Coefficient 8.8
County: Klamath
18 kip s.a. per day 106.4
Prefix: 518-1965
R value 8
Res. Engr. W. Cobine
Frost Penetration 30"±
CBE Total Requirement 28.5"

STRUCTURAL SECTION
NEW WORK

ACTUAL THICKNESS	COMPONENT	CREDIT
1.5"	A.C. (Final Stage)	3.0
4.0"	A.C. (Immediate)	8.0
18.0"	A.B.	18.0
23.5"		29.0"

1.0" Asphaltic Concrete Wearing Surface & Base = 2.0" Aggregate Base
1.0" Cement Treated Base = 1.8" Aggregate Base
1.0" Plant Mix Bituminous Base = 1.8" Aggregate Base
1.0" Emulsion Treated Wearing Surface & Base = 1.8" Aggregate Base
1.0" Oil Mat = 1.8" Aggregate Base
1.0" Soil Cement (Existing Roadway Material) = 1.5" Aggregate Base
1.0" Lime or Cement Treated Subgrade = 1.0" Aggregate Base
1.0" Aggregate Subbase = 0.8" Aggregate Base

Above Factors apply to materials that comply with Standard Specifications and Special Provisions.

F.H.W.A.
Location Engineer
Construction Engineer
Materials
Region Engineer
Resident Engineer
Specifications Engineer
Final Design Engineer
Regional Geologist
D. E. Swan

OREGON STATE HIGHWAY DIVISION
117 DOT Building
Salem, Oregon 97310
9236
Attention: Right-of-Way Section

9-30-80

Highway# 518

Prefix 518-1965

Subject: Federal Aid Project No. ____________
Project Name Diversion Canal Bridge
Joe Wright Road

Regarding the above referred to federal aid project, we hereby certify that to the best of our knowledge and belief:

A. Existing Right-of-Way

☒ 1. All construction can be accomplished completely within the existing right-of-way. This existing right-of-way was acquired prior to January 2, 1971.

B. New Right-of-Way

☐ 1. This project required additional right-of-way purchased after January 2, 1971. Right-of-way, easements, or rights-of-entry required for this project have been secured in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, and all incidental charges related to the transfer of property will be paid by the county in accordance with said Act.

☐ a. There has been no displacement of persons from residences, farms or businesses.

OR

☐ b. There has been displacement of persons from either residences, farms or businesses and in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, displaced persons, businesses, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals or families have been relocated to decent, safe and sanitary housing or have been offered decent, safe, sanitary and fair housing immediately available on the open market.

C. Utilities

☒ 1. The occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to federal aid project have been authorized by permit, franchise, or other approved procedure.

Signed at Klamath Falls, Oregon, this 30th day of September, 1980

County of Klamath
BOARD OF COUNTY COMMISSIONERS
Chairman
Commissioner
Floyd L. Wynne
Commissioner

Certified By:
Regional Right-of-Way Supervisor
Date Oct. 2, 1980

Instructions: Complete A or B and C.
R/W File No. ________
Rev. 1/76

9236

STATE OF OREGON
HIGHWAY DIVISION - ODOT

INTEROFFICE MEMO
LOC 8

DATE: September 30, 1980

TO: F I L

Gene M Finley

FROM: Gene M. Finley
Hydraulic Specialist

SUBJECT: Lost River Diversion Channel Bridge
Joe Wright Road (FAS B303 Spur)
Klamath County

The proposed project will replace an existing 200-foot long, seven-span timber structure on the same alignment.

HYDROLOGY

The Lost River Diversion Channel is a man-made canal used to divert water from Lost River to Klamath River. At times, direction of the flow is reversed and water is diverted from Klamath River to Lost River. This channel was originally designed to convey 3,000 cfs.

Fifty years of discharge records are available from gage number 11-4860 which was maintained by the Bureau of Reclamation. The largest flood of record occurred December 24, 1964, with a peak discharge of 3,140 cfs. The field established highwater elevation for the 1964 flood at the bridge site was 4,084.7 feet (MSL).

HYDRAULIC DESIGN

The peak discharge of 3,140 cfs with a highwater elevation of 4,084.7 feet (MSL) was chosen as the design flood.

The original channel design was a trapezoidal section with a 60-foot bottom and 2:1 side slopes. The Bureau of Reclamation has no plans to modify the original design.

It is suggested that the replacement structure be long enough to accommodate a 60-foot bottom channel with at least 1.5:1 side slopes normal to the channel below the design highwater. ✓

Because of low velocity (3.5 feet per second), it is felt that no riprap protection will be required.

GMF:ge
cc Frank Terpin w/att.
Walt Hart "
D. O. Christensen "
✓Don Harwell "
Jack Davis w/att.
H. Schell (FHWA) "
Dale Allen "

Don H.

Contains
Recycled
Materials
81-125-1387

HYDRAULIC DATA

	DESIGN FLOOD	INTERMEDIATE REGIONAL FLOOD	MAXIMUM FLOOD YEAR (1964)
Discharge - cfs	3140	N.A.	3140
Discharge - m³/s			
Frequency - yrs.	N.A.	100	N.A.
H.W. Elevation Natural Channel ft.	4084.7		4084.7
H.W. Elevation Natural Channel m.			
H.W. Elevation Channel Change ft.			
H.W. Elevation Channel Change m.			
Average Velocity fps	3.5		
Average Velocity mps			

NOTE FOR A CANAL: "DESIGN FLOOD" = Design Flow
"Discharge" = Capacity

REMARKS:

OREGON STATE HIGHWAY DIVISION
HYDRAULICS UNIT

LOST RIVER DIVERSION CHANNEL
JOE WRIGHT ROAD(FAS B303 SPUR)
KLAMATH COUNTY

COMPILED BY: GENE M. FINLEY

DATE: SEPTEMBER 30,1980

OREGON STATE HIGHWAY DIVISION
117 DOT Building
Salem, Oregon 97310
9236
Attention: Right-of-Way Section

Highway# 9018
Prefix 18-8231

9-30-80

Subject: Federal Aid Project No.
Project Name Diversion Canal Bridge
Reeder County Road

Regarding the above referred to federal aid project, we hereby certify that to the best of our knowledge and belief:

A. Existing Right-of-Way

☒ 1. All construction can be accomplished completely within the existing right-of-way. This existing right-of-way was acquired prior to January 2, 1971.

B. New Right-of-Way

☐ 1. This project required additional right-of-way purchased after January 2, 1971. Right-of-way, easements, or rights-of-entry required for this project have been secured in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, and all incidental charges related to the transfer of property will be paid by the county in accordance with said Act.

☐ a. There has been no displacement of persons from residences, farms or businesses.

OR

☐ b. There has been displacement of persons from either residences, farms or businesses and in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, displaced persons, businesses, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals or families have been relocated to decent, safe and sanitary housing or have been offered decent, safe, sanitary and fair housing immediately available on the open market.

C. Utilities

☒ 1. The occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to federal aid project have been authorized by permit, franchise, or other approved procedure.

Signed at Klamath Falls, Oregon, this 30th day of September, 1980

County of Klamath
BOARD OF COUNTY COMMISSIONERS

Alvin A. Cheyne
Chairman

Commissioner

Floyd L. Wynne
Commissioner

Certified By:

Regional Right-of-Way Supervisor
Date Oct. 2, 1980

Instructions: Complete A or B and C.
R/W File No. ________
Rev. 1/76

9236

2

September 29, 1980

TO: G. L. Green, Division Administrator
Federal Highway Administration
ATTN: Dave Carter, Area Engineer

FROM: for D. L. Swan
Operation Programming Engineer

SUBJECT: Diversion Canal (Joe Wright) Br.
FAS B303
Klamath County
RS-B303(1)

Klamath County has requested the replacement of the Joe Wright Bridge. The new structure will be 44 feet wide, having a 33-foot of roadway and sidewalks on each side. They are also requesting that we include two additional bridges of the same width and on this same route in the same contract. The county will pay 100% of the cost of the two additional bridges.

The ADT on this section of roadway is 3,000 but should be substantially reduced when the southside bypass is completed.

The 33-foot roadway on this bridge should be adequate to serve this route because the roadway on either side of the bridge is but 30 feet, and the County has no plans for widening the roadway.

There is no commercial buildup nor housing development in the local area. It is basically agricultural.

The County realizes that the width of the roadway on the bridge is somewhat substandard but is in the public interest because they think the bridge is adequate for the traffic and the narrower bridge will reduce the cost.

Your consideration and concurrence is requested.

HR:pf

9236 9-10-80 Loc 518-1965

DIVERSION CANAL (JOE WRIGHT) BRIDGE

JOE WRIGHT ROAD (COUNTY RD.)

KLAMATH COUNTY

This survey was initiated as a result of an engineering, construction, and finance agreement between Klamath County, and the Department of Transportation, Highway Division.

The structure is located on Joe Wright Road about two miles easterly of its intersection with The Dalles-California Highway, or more specifically between the Midland Highway, and Washburn Way.

The existing structure is 200 feet long, 24 feet wide, consisting of timber pile bents, timber caps, timber stringers, and timber deck planks overlayed by asphalt concrete. The new structure should be of sufficient length as to stabilize the end bents and provide 44 feet in overall width, providing a 33 foot roadway with sidewalks on both sides, similar to previous structure over the Diversion Canal on Homedale Road.

The project will only include the construction of the bridge plus any surfacing work necessary to reconnect the old roadway to the new structure. Final surfacing will be done by Klamath County. Also the County Engineer has requested that all temporary signing and etc. for road closures be include in the contract and performed by the contractor. Riprap should be installed at end bents to protect against scour during peak flow, Class 100 should be adequate.

Temporary adjustment of power lines on the right side (South Side) will be necessary to provide room for pile driving equipment and utility hangers shall be provided on the left side (North Side) for telephone company which has a buried line approaching the bridge from the west but spaning the current canal via poles.

During construction the county indicates the road may be closed to through traffic between the Midland Highway and Washburn Way (See map for minimum signing). Adequate routes are available and the road closure should provide minimal disturbance if a short work time is set up.

To City Co
9-19-80

JOE WRIGHT DIVERSION CANAL BRIDGE

The structure replacement is anticipated to be on the same contract project as two (2) other structures across the same canal at Spring Lake Road, and Reeder Road, and it should be noted that in all cases the roads will be closed to through traffic, except in no case shall Joe Wright Road and Spring Lake Road be closed at the same time. The structures across the canal at Reeder Road shall not be closed for any longer than necessary and it is recommedded that construction be done during January, February or March. March being the very latest the County wants the road closed. Contract time for the project should be so scheduled.

Wayne F. Cobine
Wayne F. Cobine
Resident Engineer 9/10/80

9236

STATE OF OREGON
HIGHWAY DIVISION - ODOT

INTEROFFICE MEMO
LOC 8

TO: FILE

DATE: September 8, 1980

Gene M Finley

FROM: Gene M. Finley
Hydraulic Specialist

SUBJECT: Lost River Diversion Channel Bridge
Reeder Road FAS B-320
Klamath County

The proposed project will replace an existing 106-foot long, four-span timber structure on the same alignment.

HYDROLOGY

The Lost River Diversion Channel is a man-made canal used to divert water from Lost River to Klamath River. At times, direction of the flow is reversed and water is diverted from Klamath River to Lost River. This channel was originally designed to convey 3,000 cfs.

Fifty years of discharge records are available from gage number 11-4860 which was maintained by the Bureau of Reclamation. The largest flood of record occurred December 24, 1964, with a peak discharge of 3,140 cfs. The field established highwater elevation for the 1964 flood at the bridge site was 4,084.9 feet (MSL).

HYDRAULIC DESIGN

The peak discharge of 3,140 cfs with a highwater elevation of 4,084.9 was chosen as the design flood.

The original channel design was a trapezoidal section with a 60-foot bottom and 2:1 side slopes. The Bureau of Reclamation has no plans to modify the original design.

It is suggested that the replacement structure be long enough to accommodate a 60-foot bottom channel with 2:1 side slopes to the design highwater, at least. No hydraulic problems are expected with the construction of a two- or three-span structure.

Because of low velocity (5.4 feet per second), it is felt that no riprap protection will be required. ✓

GMF:ge

Attach.

cc: Frank E. Terpin w/att.
W. J. Hart "
D. O. Christensen "
✓Don Harwell w/att.
Jack Davis "
H. Schell (FHWA) "
Dale Allen "

Contains Recycled Materials
81 125-1387

P
Don H.

HYDRAULIC DATA

		DESIGN FLOOD	INTERMEDIATE REGIONAL FLOOD	MAXIMUM FLOOD YEAR (1964)
Discharge-	cfs	3140	N.A.	3140
	m^3/s			
Frequency -yrs.		N.A.	100	N.A.
H.W. Elevation Natural Channel	ft.	4084.9		
	m.			
H.W. Elevation Channel Change	ft.			
	m.			
Average Velocity	fps			
	mps	5.4		

NOTE FOR A CANAL: "DESIGN FLOOD" = Design Flow
"Discharge" = Capacity

REMARKS:

OREGON STATE HIGHWAY DIVISION
HYDRAULICS UNIT

LOST RIVER DIVERSION CHANNEL
REEDER ROAD (FAS B-320)
KLAMATH COUNTY

COMPILED BY: GENE M. FINLEY

DATE: AUGUST 21,1980

9236

STATE OF OREGON
HIGHWAY DIVISION

INTEROFFICE MEMO
ENV 7-4

TO: J. H. Versteeg
Engineering

DATE: August 19, 1980

FROM: Tony
Anthony J. George, Engineering Coordinator
Environmental Section

SUBJECT: Noise Study Reports for Plans and Specifications Preparation

Attached are completed noise study reports. These are being forwarded so that pertinent noise data may be incorporated in the preparation of project plans and specifications.

This submittal is not our noise clearance memo.

AJG:ct

Attachments: Noise Study Reports:

1. Willamette Hwy @ Cloverdale Road, Willamette Hwy, Lane County.
2. Clackamas/Boring Hwy-Foster Road, Clackamas/Boring Hwy, Clackamas County.
3. Pudding River Bridge, Hillsboro-Silverton Hwy, Marion County.
4. North Fork Willamette River-Salmon Creek, Willamette Hwy, Oakridge, Lane County.
5. Diversion Canal Bridge, Joe Wright Road, Klamath County.
6. USRS Canal "J" Bridge, Hatfield Hwy, Klamath County.
7. Green Springs Hwy @ Kerns Swamp, Green Springs Hwy, Klamath County.

___Versteeg___
___Anderson___
___Christensen Copy
___Olson___
___Sullivan Copy
___Turpin___
I Trout___
___Wakerlig___

RECEIVED
AUG 20 1980
ROAD DESIGN SECTION

Do Not File ☐
Return To___
Bring up ___/___

OREGON DEPARTMENT OF TRANSPORTATION

NOISE STUDY REPORT

Project Diversion Canal Bridge

Highway Joe Wright Road

County Klamath

Preparer Steve Lindland

Date 8-4-80

City --

Project Description:

The project will replace a bridge on Joe Wright Road. The rodway will be widened from 24 feet to 44 feet. The existing bridge and the new bridge are 200 feet long.

Existing Land Use Activities:

Farm land is in the immediate area of the bridge. Scattered residences are located along Joe Wright Road both east and west of the bridge.

Traffic Data:

	No-Build		Build	
	1980 (year)	2000 (year)	1980 (year)	2000 (year)
Design Hourly Volume				
Autos	267	351	267	351
~~Speed~~				
~~Peak Truck Hour~~				
M. Trucks	8	10	8	10
H. Trucks	15	19	15	19
Speed	40 mph	35 mph	55 mph	50 mph

Traffic Noise Levels:

Measured Leq Noise Level			Volume			
Measured	Model Prediction	Distance from Center Line	Autos	Med. Truck	Heavy Truck	Speed
--						

	No-Build		Build	
	19 80 (year)	2000 (year)	19 80 (year)	2000 (year)
Leq Level ~~Along R/W Line~~ (50 feet from ℄)	65 dBA	65 dBA	68 dBA	68 dBA
Leq 67 dBA Contour Location (Distance from centerline)	85 ft.	85 ft.	125 ft.	125 ft.

Traffic Noise Impacts:

None.

Traffic Noise Mitigation:

None.

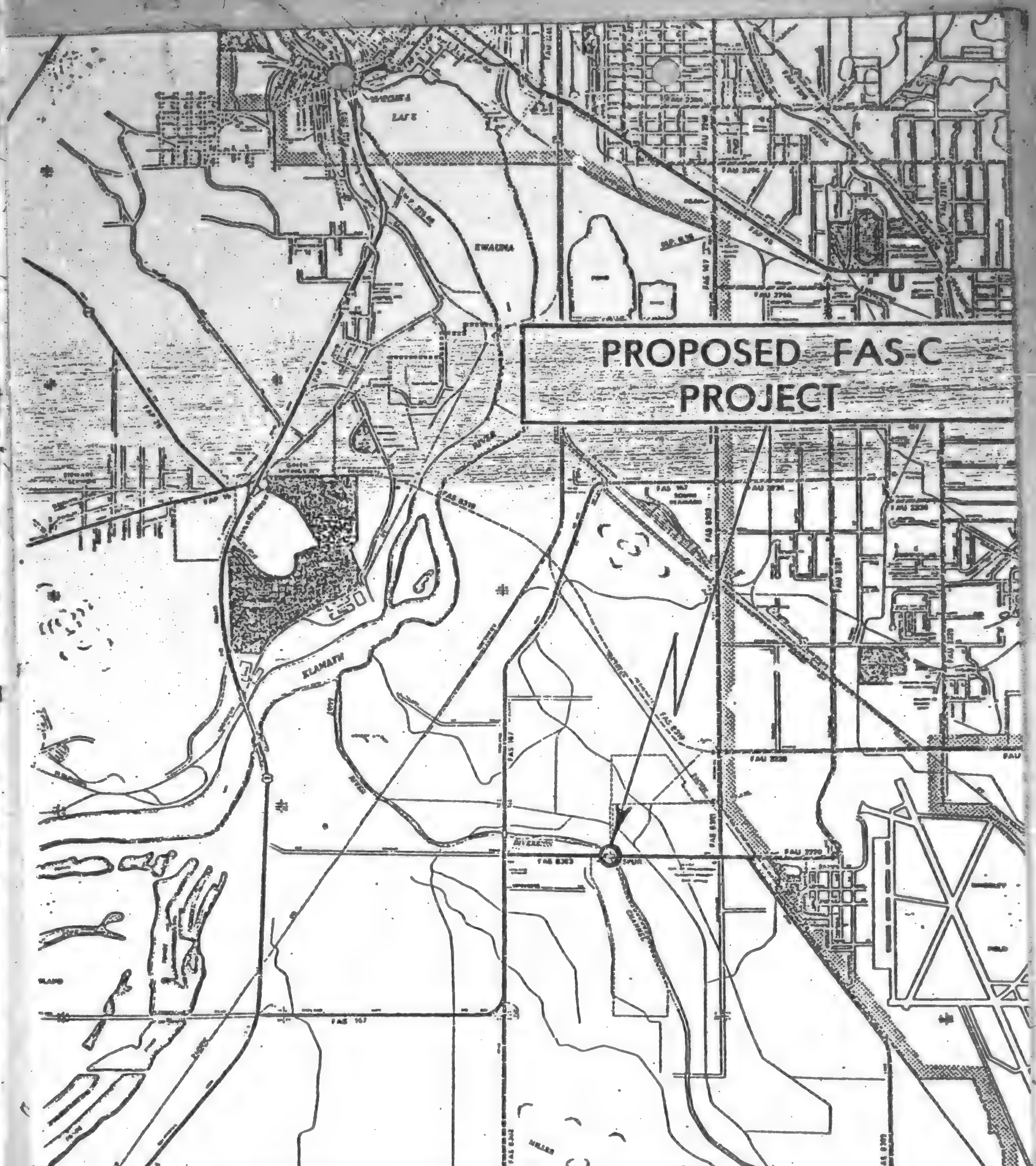
Construction Noise - Impacts and Mitigation:

Since some residences are located within 1,000 feet of the bridge, construction activities will not be allowed on Sundays, legal holidays, and on other days between 10:00 p.m. and 6:00 a.m. In addition, blasting or pile driving will not be allowed on Sundays, legal holidays, and on other days between 8:00 p.m. and 8:00 a.m.

Local Coordination:

A copy of this report will be sent to:

Klamath County


KLAMATH
FAS 167

PROPOSED FAS-C PROJECT

KLAMATH FALLS
URBAN AREA MAP

1 - 9236

July 30, 1980

ACC

Klamath County Board of Commissioners
Courthouse
Klamath Falls, Oregon 97601

Attn: Earl Kessler
Director of Public Works

SUBJECT: P.E. Advance Deposit
Diversion Canal (Spring Lake Road) Br.
Diversion Canal (Reeder Road) Br.

Gentlemen:

Our estimate of the Preliminary Engineering costs for these two structures is $13,200.00. Bridge design is not included and will be at State expense. Please forward this amount to the State. Any of these funds not used for Preliminary Engineering will be used on construction.

The attached sheet defines three options the County may use in making this advance deposit. Please select the option you desire for making the deposit.

Very truly yours,

D. E. Swan
Operation Programming Engineer

HR:pf

bcc w/AD # 803: John Hagedorn, Region 4 Federal Aid Engineer
Vern Skoog - Please return completed AD # 803 when advance deposit is received.

9236

FAS B303

NOTE: SHADED AREAS TO BE COMPLETED IN SALEM OFFICE

LOCATION PROSPECTUS
ORE N DEPARTMENT OF TRANSPOR TION
LOCATION UNIT

7-28-80

DATE
PREFIX :

1 - IDENTIFICATION

PROJECT NAME: Diversion Canal (Spring Lake Road) Bridge

HIGHWAY NAME: Spring Lake Road - County Road

HIGHWAY NUMBER: FAS B303

REGION	ADMINISTRATIVE DISTRICT	COUNTY	CITY
4	11	Klamath	

LENGTH: 0.02

MILEPOST NUMBER TO

☒ RURAL ☐ URBAN

LOCAL GOVERNMENT PROJECT? ☒ YES ☐ NO

IF YES, UNIT OF GOVERNMENT: Klamath County

TYPE OF FUNDS: ☐ FAI ☐ FAP ☐ FAS ☐ STATE ☐ FAUS ☐ OTHER County

METHOD OF CONSTRUCTION: ☒ CONTRACT ☐ STATE FORCE ☐ OTHER

TYPE OF WORK: ☐ GRADING ☐ PAVING ☒ STRUCTURE ☐ SIGN ☐ SIGNAL ☐ ILLUMINATION ☐ ROADSIDE IMPROVEMENT ☐ OTHER

PROJECT DESCRIPTION

Replace existing 24'x118' wooden structure on the Spring Lake County Road over U.S.R.S. Diversion Canal with a 44' roadway x 118' long structure. The County has made the vicinity map and desires the State to do the foundation exploration and the bridge design (similar to the Homedale Road bridge constructed in 1979 over the same waterway). Further, the County desires that the State advertise, let the contract, and perform the construction engineering. The County is to bear all costs except the bridge design. (See attached County letter). County will do road work and paving and will close road during construction. Plan on using commercial source for material.

The County wishes that Reeder, Spring Lake, and Joe Wright Road bridges be let on the same contract.

1 Versteeg
Anderson
2 Christensen
3 Olson
Sullivan
Terpin
T
4 W

RECEIVED
AUG 11 1980
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring Up
Action

2 - TRAFFIC DATA

EXISTING AVERAGE DAILY TRAFFIC (YEAR-VOLUME): 1979 650

PROJECTED AVERAGE DAILY TRAFFIC (YEAR-VOLUME) :

LEVEL OF SERVICE	A	B	C	D	E	F
EXISTING	☐	☐	☐	☐	☐	☐
PROPOSED	☐	☐	☐	☐	☐	☐

DESIGN SPEED (MPH): 55

DESIGN STANDARDS: ASSHTO

TRAFFIC ANALYSIS: ☒ LIGHT ☐ MEDIUM ☐ HEAVY

REFERRED TO
Board
Stoudenmeyer
Cole
Mann
Eriksen
Watson ✓
Leu
Hager
Dorn
[✓ Return] Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

APPROVED
Location Engineer
Date 7/28/80

FORM 734-1730 (12-78) Page 1

3 - FEATURES	EXISTING NUMBER AND WIDTH	PROPOSED NUMBER AND WIDTH
TRAVEL LANES	2 - 28	2 - 30
SHOULDERS	2 - 2	2 - 4
MEDIANS	-	-
PARKING LANES	-	-
SIDEWALKS	-	On bridge
BIKEWAYS	-	Type III
INTERCHANGES	-	-
OTHER:	-	-

	YES	NO	MAYBE
Channelization	☐	☒	☐
Frontage Roads	☐	☒	☐
Traffic Signals	☐	☒	☐
Signing	☐	☒	☐
Illumination	☐	☒	☐
Structures	☒	☐	☐
Stage Construction	☐	☒	☐
Pedestrian Crossing	☐	☒	☐
Rest Area	☐	☒	☐
Truck Scale Site	☐	☒	☐
Landscaping	☐	☒	☐
Drainage	☒	☐	☐
River ______	☐	☒	☐
Stream USRS Diversion Canal	☒	☐	☐
Storm Sewer	☐	☒	☐
Sanitary Sewer	☐	☒	☐
Right of Way	☐	☒	☐
Simple Acquisition	☐	☒	☐
Complex Acquisition	☐	☒	☐
Relocations	☐	☒	☐

	YES	NO	MA
Right of Way (cont.) Improvements	☐	☒	☐
Access Control	☐	☒	☐
Railroad Crossing	☐	☒	☐
At Grade	☐	☒	☐
Separated	☐	☒	☐
Railroad Encroachment	☐	☒	☐
Permits	☒	☐	☐
Conditional Use	☐	☒	☐
Flood Plain	☐	☒	☐
Irrigation District	☒	☐	☐
Water District	☐	☒	☐
Drainage District	☐	☒	☐
Div. of State Lands	☐	☐	☒
Dept. of Geology & Min. Ind.	☐	☒	☐
Corps of Engineers	☐	☒	☐
Coast Guard	☐	☒	☐
DEQ NPS Air Pollution	☐	☒	☐
DEQ NPS Water Pollution	☐	☒	☐
Building	☐	☒	☐
Fish & Wildlife Approval	☐	☒	☐

3. - FEATURES (cont.)

	YES	NO	MAYBE
Agreements (City-County Etc.)	☒	☐	☐
Environmental Assessment	☐	☒	☐
Statewide Assessment	☒	☐	☐
Negative Declaration	☐	☒	☐
Environmental Impact Statement	☐	☒	☐
4-F Statement	☐	☒	☐
Citizen Advisory Committee	☐	☒	☐
Public Hearing ________	☐	☒	☐
Borrow Source	☐	☒	☐
Material Source	☐	☒	☐
Utilities	☒	☐	☐

Type Telephone

Would Homed[illegible] Br. study suffice?

	YES	NO	MAYBE
Hydraulics Study	☒	☐	☐
Soils Investigation	☒	☐	☐
Airport Clearance	☐	☐	☒
Economic Analysis	☐	☒	☐
Requires Field Survey	☐	☒	☐
Old Survey Available	☒	☐	☐
Requires Vicinity Map County has furnished	☒	☐	☐
Requires Photogrammetry	☐	☒	☐
Requires Reconnaissance Survey	☐	☒	☐
Reconnaissance Available	☐	☒	☐
Design Review	☐	☒	☐

4 - WORK ITEMS

TO BE PERFORMED BY

		APPLICANT	STATE	CONSULTANT
PRELIMINARY ENGINEERING		☐	☒	☐
RIGHT-OF-WAY	N/A	☐	☐	☐
CONSTRUCTION ENGINEERING		☐	☒	☐

5 - DURATION TIMES (MONTHS)

	FLOAT	ACTIVE
RECONNAISSANCE SURVEY	( )	N/A
DRAFT ENVIRONMENTAL IMPACT STATEMENT	( )	N/A
CORRIDOR APPROVAL	( )	N/A
FIELD SURVEY	( )	Complete
PRELIMINARY DESIGN	( )	N/A
DESIGN APPROVAL/FINAL EIS	( )	N/A
RIGHT-OF-WAY DESCRIPTIONS	( )	N/A
RIGHT-OF-WAY ACQUISITION	( )	N/A
P.S. & E. DOCUMENTS	( )	3

RECOMMENDED CONSTRUCTION DATE ____________ (Region) ____________ (Salem)

6 - SUGGESTED BASE DESIGN

ITEM	NEW WORK	OVER EXISTING
N/A		

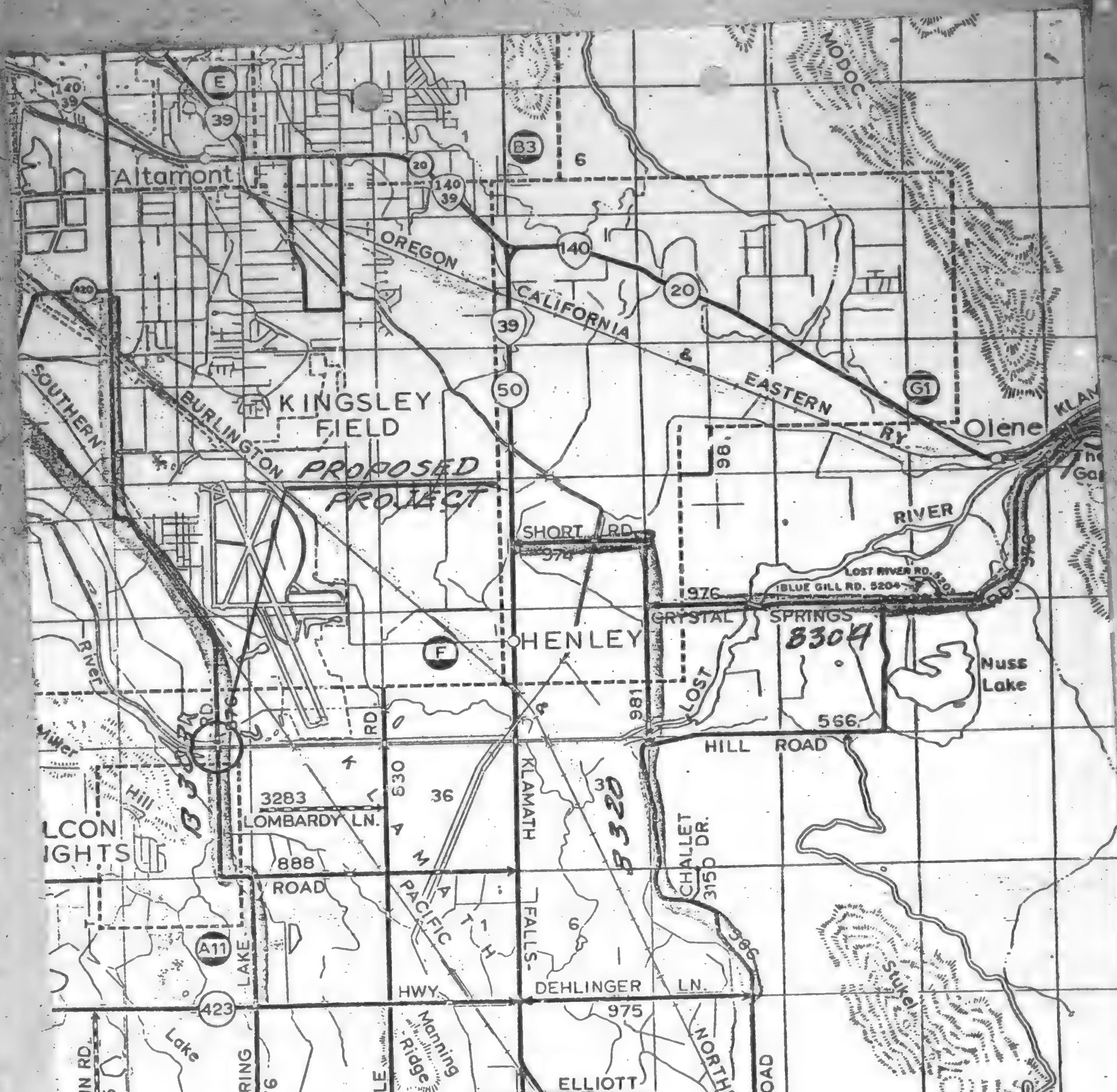
7 - TYPICAL SECTION AND LOCATION

Attach 8½ x 11 inch sheets for general location map and typical section (roadway & structure).

8 - PROJECT COST ESTIMATES

	County	REGION	SALEM
PRELIMINARY ENGINEERING		9,000.	13.900
RIGHT OF WAY			
TRAFFIC CONTROL	1,000.	1,000.	1,500
ILLUMINATION			
STRUCTURES	211,200.	211,200.	202 000
RAILROAD			
ROADWAY			11.000
OTHER Remove Existing Structure			64.000
ENGINEERING & CONTINGENCIES	42,000.	42,000.	
PROJECT TOTAL	$254,200.	263,200.	292.400

SUBMITTED BY JR Hagedorn


Altamont
KINGSLEY FIELD
PROPOSED PROJECT
OREGON CALIFORNIA & EASTERN RY.
SOUTHERN
BURLINGTON
Olene
MODOC
River
RIVER
LOST RIVER RD.
BLUE GILL RD. 5204
SHORT RD.
974
976
CRYSTAL SPRINGS
B304
HENLEY
Nuss Lake
566
HILL ROAD
LOST
981
KLAMATH
B32D
B32
3283
LOMBARDY LN.
830
36
888 ROAD
CHALLET DR. 3150
386
PACIFIC
FALLS
HWY.
DEHLINGER LN.
975
423
A11
LAKE
SPRING
876
Lake
MANN RD.
555
HOMEDALE
830
Manning Ridge
ELLIOTT
3265
962
MATNEY
MALIN
NORTHERN
ROAD
HILL
Spring Lake
O'CONNOR ROAD
887
Valley
ROAD
889
ZUCKERMAN RD.
904
918
WONG RD.
HWY.
HILL
Klamath
Captain Jack
Stukel Mtn.
Miller Hill
LCON IGHTS
E
39
140 39
20
B3
6
140
50
G1
F
420
KLAN
The Gap

9236

July 22, 1980

Board of County Commissioners
Klamath County
Courthouse
Klamath Falls, OR 97601

AGR 4

Attention: William D. Miles
County Clerk

MISC. CONTRACTS and
AGREEMENTS No. 1

Gentlemen:

Attached for your records is a fully executed copy of an agreement for a bridge replacement project on the Diversion Canal (Spring Lake and Reeder Roads) Bridges.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Sincerely,

Robert W. Cormann
COMMISSION SERVICES

fkn

Att.

bc Don Harwell (agree. att.)

MAI 14-1

STATE OF OREGON

INTEROFFICE MEMO

TO: H. S. Coulter
State Highway Engineer

DATE: June 13, 1980

FROM: D. E. Swan
Operation Programming Engineer

SUBJECT: Proposed County Bridge Project
Klamath County
Design and Contract

Klamath County has requested that the State Highway Division design the Diversion Canal (Spring Lake Road) Bridge and the Diversion Canal (Reeder Road) Bridge. The county also has requested that we combine these 2 bridges with the Diversion Canal (Joe Wright) Bridge on FAS-B303 into one contract. The County will pay all the costs (except bridge design) for the Spring Lake Road and the Reeder Road Bridges. No additional Right-of-Way.

JURISDICTION	SECTION	COUNTY FUNDS
Klamath County	Diversion Canal (Spring Lake Rd.) Br.	$254,200.00
Klamath County	Diversion Canal (Reeder Road) Bridge	$233,600.00

The Region and this office have considered the County's proposal and recommend your approval under delegated authority.

APPROVED BY:
H. S. Coulter
State Highway Engineer

Date 6-17-80

6/17
orig Gormsen
w/ Proj. Management
Files

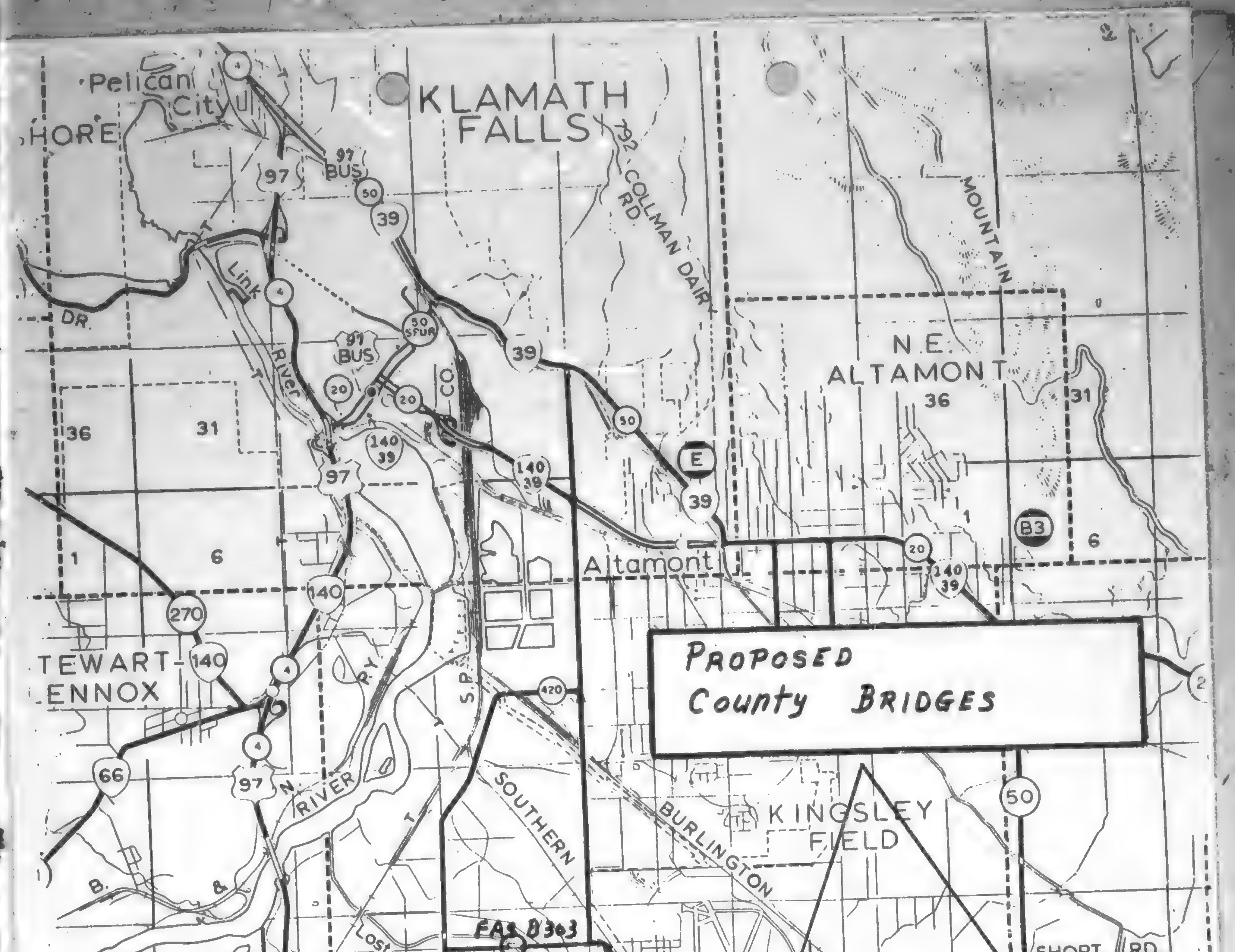
HR:pf
Attachment

not on July
report
called Isabel 7-14 80

RECEIVED
JUN 18 1980
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

Contains Recycled Materials
81-125-1387

SP*75883-125


PROPOSED
County BRIDGES
KLAMATH FALLS
Pelican City
HORE
COLMAN DAIRY RD.
MOUNTAIN
N.E. ALTAMONT
Altamont
TEWART-
ENNOX
Link
River
N. RIVER
KINGSLEY FIELD
SOUTHERN
BURLINGTON
FAS 8303
Spring Lake Rd
Lost River
K.G.M.A.
SHORT RD
974
HENLEY
Reeder Rd
DELFATTI LN.
785
Miller Hill
Spring
528 ROAD
FALCON HEIGHTS
3283
LOMBARDY LN.
830 RD
888 ROAD
MIDLAND
OLD MIDLAND
TINGLEY
LAKE
LOWER KLAMATH
HWY.
KLAMATH FALLS-
PACIFIC
DEHLINGER
975
97
97 BUS
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9236 7-9-80 2.

REPORT OF ACTION UNDER DELEGATED AUTHORITY

BY STATE HIGHWAY ENGINEER

On behalf of the Commission and under authority delegated to me to approve and execute the necessary agreements covering Local Government Project (FAS-C, FAUS, SOS and FAIX), I approved the following:

Section & Jurisdiction	Estimated Total Cost	Federal Funds	State Share	Local Govt. Funds	Approval Date
FAS-C PROJECTS					
Deschutes River (General Patch) Br., FAS B345 Deschutes County	$ 600,000	$ 528,000	$ 36,000	$36,000	6-24-80
Diversion Canal (Joe Wright) Bridge, FAS-B303 Klamath County	350,000	308,000	21,000	21,000	6-25-80
FAU PROJECTS					
Front Street-Pacific Hwy. East, East Cleveland St., FAU 5262 Woodburn	CANCELLATION				6-13-80
Lincoln Street-Poplar Street (Woodburn) Settlemier Ave., FAU 5241 Woodburn	92,000	80,960	5,520	5,520	7-9-80
Alexandra Ave.-Hardcastle Ave. (Woodburn), Park Avenue, FAU 5301 Woodburn	221,000	194,480	13,260	13,260	7-9-80
FAIX PROJECTS					
N.W. 26th Ave.-N.W. St., N.W. Front Ave., FAU 9300 Portland	6,249,000	5,311,650	None	937,350	6-9-80
N.W. Portland Transportation Study Portland	30,000	25,500	None	4,500	7-2-80

July 9, 1980

H. S. Coulter
State Highway Engineer

7-10-80
orig. to
(Dorman
cy Mailing

923

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

6 - 4 - 80

FEDERAL AID PROJECT NO.
RS-B303(1)

STATE PROJECT NO.
See below

PROGRAM NO.

COUNTY NAME
Klamath

FROM:
G. L. Green, Division Administrator
Salem, Oregon

ITEM NO.
00100

PROGRAM STAGE (Check)
☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

6/4

RECEIVED
STATE HWY ENGR
JUN 4 '80
REFER TO
[illegible]
FOR
Info Inves R/D U/R Sign Act File

DATE PS&E APPROVED

DATE AUTHORIZATION EFFECTIVE
6-4-80

FEDERAL ROUTE NUMBER
Secondary B303

STATE ROUTE NUMBER
County Road

GENERAL LOCATION:

Diversion Canal (Joe Wright) Bridge Section

GENERAL DESCRIPTION OF WORK:

Preliminary Engineering

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☒ PREPARATION including utility preparatory work and archeological salvage.
☐ OTHER (Specify)

☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's letter of 5-27-80 I concur that the subject project falls under the Statewide Catagorical Exclusion approved 2-25-80. Also, as requested, you are now authorized to proceed with the above work at a TEC of $24,500 - FF $21,596.

DATE
6-4-80

SIGNATURE OF APPROVING OFFICIAL
G. K. H[illegible]

TITLE
for Division Administrator

FORM PR-1240 (REV. 9-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U. S. GOVERNMENT PRINTING OFFICE: 1975-631-888

9236

STATE OF OREGON

INTEROFFICE MEMO

BEND, OR 97701

DATE: June 2, 1980

TO: D. E. Swan
Project Management

FROM: J. R. Hagedorn
Region Federal Aid Engineer

SUBJECT: Diversion Canal (Spring Lake Road) Bridge
Diversion Canal (Reeder Road) Bridge

Klamath County is requesting free bridge designs for the subject structures, both on FAS-C routes. The attached letter from Earl Kessler is rather self-explanatory. In essence, Earl wants these two bridges and the Diversion Canal (Joe Wright Road) Bridge let together on a State contract. The Joe Wright bridge is presently going through the throes of our paper work and will require a field survey. The County has supplied vicinity maps for the two subject bridges.

Joe Wright bridge is to be funded with FAS-C money; the County wants to bear all of the cost (exclusive of the design) for the other two.

Neither of the subject bridges require R/W or otherwise meet the criteria for the submittal of a Project Catagory Request.

Submitted at this time for both subject bridges:

County letter - bridge design request
Project requests
Copies of Vicinity Maps
Authority for Survey

For each:	Field Survey (901)	$500.
	Soils & Geology (910)	500.
	Utility (914)	300.
	Foundation Exploration (926)	3500.

Please note the time frame for Reeder Road Bridge in Mr. Kessler's letter.

6-16
agreement draft to typist with no approval date.
MCH

PROJECT MANAGEMENT BRANCH
ASHE ☐ STE ☐
PLE ☐ RE ☐ [✓ PRE ☑]
JUN 5 1980
REFERRED TO HAL
FOR PLEASE HANDEL
FILE: PM FA LG.
SP*75683-125

JRH:pw
Enclosures

C.C. Frank Terpin
Walt Hart
Phil Lewellyn
Cliff Lalex
Jack Sullivan
D.O. Christensen

Contains Recycled Materials
81-125-1387

KLAMATH COUNTY
Klamath County ~ Public Works Department
VETERANS MEMORIAL BUILDING — 503-882-2501 — KLAMATH FALLS, OREGON 97601

May 20, 1980

Mr. J. R. Hagedorn
Regional Federal Aid Engineer
Post Office Box 1249
Bend, Oregon 97701

Dear John:

Please use this letter as formal request by Klamath County to design two (2) prestressed concrete bridges for the Public Works Department.

I would like the design to be similar to the Diversion Canal Bridge on Homedale Road which was just completed by the State. The County would like to request that the State prepare an agreement so that when the design is completed the State could advertise for bids, let the contract, and do construction engineering for these two structures. The county would pay 100% of all bridge construction and construction engineering pertaining to these two projects.

At the request of the State, the County would deposit sufficient funds to cover the total cost of this bridge construction. The County would like these two bridges bid in conjunction with the Joe Wright Road Bridge so that contractors would have the opportunity of bidding three structures and hopefully obtaining the best price.

The Reeder Road Bridge is the only bridge that would require a certain time frame for construction. This bridge must be constructed betweeen November 1980 and March 1981. If the State could assist Klamath County in this request it would be greatly appreciated.

Hoping to hear from you soon.

Yours truly,

Earl E Kessler

EARL E. KESSLER
Public Works Director

EEK/md

Enclosures

orm 2-37 (Rev. 8-31)

9236

OREGON STATE HIGHWAY DIVISION (DCL0001)

AUTHORITY FOR SURVEY to ACCT 7-22

Section	Diversion Canal (Spring Lake Road) Bridge	Date	June 2, 1980
Highway	Spring Lake County Road	Authorization No.	1
County	Klamath	Survey Prefix (Assigned by Salem office)	218-8232

Description of termini, route, length, etc.:

At Spring Lake Road where it crosses the USRS Diversion Canal; approximately 2 miles north of the junction with Highway 423, Lower Klamath.

Proposed:

Replace existing 24' x 118' wooden bridge with a 44' x 118' structure.

Purpose of survey:

Prepare plans, specifications and cost estimate. State to administer project; County to bear all costs except for bridge design.

		Estimate of Cost
Field Survey	(901)	500
Citizen Participation	(902)	
City or County	(903)	
Consultant	(904)	
Final Design	(905)	300
Bridge Design	(906)	
Preliminary Design	(907)	
R/W Descriptions	(909)	
Soils & Geology	(910)	500
Traffic	(911)	
Landscape	(912)	
Liaison	(913)	
Utility	(914)	300
Photogrammetry	(916)	
Location Studies	(918)	500
Engr. Graphics	(919)	
Office Engineer	(920)	
Specifications	(921)	750
Environmental	(923)	
Foundation Exploration	(926)	4,000
Free Br. Des. to Co.	(927)	7,000
Hearings	(980)	
Equal Opportunity	(985)	
Adm. Serv. (Eng.)	(922)	50

Approved by Hwy Engr 6-17-80

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

IVED
7 1980
LOCATION
SECTION

Total estimated cost of survey	$13,900
Previous authorization	
Additional authorization requested	
Additional authorization approved (Salem)	
Total all authorizations approved (Salem)	

Requests made by:

Recommended for Approval:

Recommended for Approval: Frank E. Perpin
Location Engineer

Approved: E. H. Hunter

13900
7000
6900

Rp

SP-

9236

2

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO 6-2

May 27, 1980

TO: G. L. Green, Division Administrator
Federal Highway Administration

FROM: D. E. Swan
Operation Programming Engineer

SUBJECT: Project Data Submission
Item No. 00100
Project No. RS-B303(1)
Diversion Canal (Joe Wright) Bridge Section
Klamath County

Attached is data for the subject project.

I request the following:

(1) Concurrence that the project falls under the Statewide Categorical Exclusion approved by FHWA 2-25-80.

(2) Authorization to proceed with all phases of preliminary engineering including utility preparatory work and archeological salvage at an estimated total cost of $24,500 with an obligation of $21,596 in federal funds.

Funds for this project are available from obligations released on other projects by final voucher submissions and other actions.

CL:bke
Attachment

cc: H. Reynoldson ✓

Form 734-3122

Budget Bureau No. 4

FORM PR-1 (REV. 4-61)

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O. 5-27-80

CARD 2
REPORT NUMBER (19) (20)
PROJECT LOCATION (45 typewriter spaces) 21 Co. Rd., Approx. 3.5 mi. S. of Klamath Falls 65

ADT
PRESENT 3,000
FUTURE --- (66) (70)
YEAR -- (71) (72)
REGION 10
STATE NAME Oregon

CARD 3
CHARACTER OF PROPOSED WORK (35 typewriter spaces) 28 Preliminary Engineering 62
NATL. FOREST (63) (65)
FH ROUTE NO. (66) (68)
SUPV AGCY (69)
OA CLASSIF. (70)
UA AREA (71)
EMERG. YR. (72) (73)
PL. AUTH YR (74) (75)

PROJECT NUMBER
PREFIX LETTER(S) 14 RS- 23
NUMB 7 B30

CARD
CLASS OF FEDERAL FUNDS Rural Secondary
NAME OF URBAN AREA 17-31 ---

COUNTY NAME Klamath
ROUTE NO. S
FEDERAL-AID B303 (32)
STATE Co. Rd. (36) (37)

ESTIMATED PROJECT COST BY PHASES

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS 88.15%	STATE FUNDS	OTHER FU
1	(14-15)	(16	41	42	43 46	53		(54) (58)	(59) (66)	(67) (76)		
5					PE			0.04	24,500	21,596	2,044	86
5					ROW							
5					CONST (CODE)		"Diversion Canal (Joe Wright) Bridge Section"					

CARD 1	CODE 1	PREPARED BY		PROJECT TOTALS				
1	1		CL		0.04	24,500 (16) (23)	21,596 (24) (33)	2,044
1	14	PROGRAM APPROVAL DATES					REMARKS	8

Budget Bureau No. 41-R2067; Approval Expires February 28, 196

FORM PR-1
(REV. 4-61)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA
(PPM 21-1)

5-27-80

ECT LOCATION (45 typewriter spaces)	ADT	PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
Rd., Approx. 3.5 mi. S. of Klamath Falls		3,000	---	--	10	Oregon	41	075	00100

ORK (35 typewriter	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	I. Projects Only POST MI.	DESIG.
eering								RS-	B303	(1)		

Rural Secondary

COUNTY NAME	CODE
Klamath	035

ROUTE NO. S	FEDERAL-AID	STATE	U.S.
	B303	Co. Rd.	--

PROGRAM STAGE ☐ 1 OR ☐ 2

ORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS 88.15%	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
		"Diversion Canal (Joe Wright) Bridge Section"	0.04	24,500	21,596	2,044	860 (Co.)	
W								
NST DE)								ROW-60' normal; Access Control-none; Parking Restrictions Partial.
CL		PROJECT TOTALS	0.04	24,500	21,596	2,044	860 (Co.)	

OVAL DATES

REMARKS

-over-

USCOMM DUSCOMM-DC 48905-P6

Diversion Canal (Joe Wright) Bridge Section
Project No. RS-8303(1)

Existing Facility: 200-foot wood bridge with horizontal clearance of 24 feet.

Adjacent Sections: Roadway is 24-foot bituminous surface with 4-foot gravel shoulders.

Project Data: Work under this project consists of preliminary engineering all phases including utility preparatory work and archeological salvage for the future construction on existing alignment of a reinforced concrete bridge 200 feet in length with 44-foot roadway and sidewalks each side.

System Action, Railroads, Water Developments, Historical and Recreational Areas:

None involved.

Airports: Kingsley Field is located 3/4 mile east of the project.

FHPM 4-1-4 Requirements: Exempt from A-95 review.

FHPM 7-7-2 Requirements: Statewide Categorical exclusions approved by FHWA on 2-25-80.

FHPM 7-7-5 Requirements:

a) Public Hearings - - Not required under the Oregon Action Plan.
b) Location/Design - - Not a factor in the development of this project.

Note: 1) This project is located in Congressional District No. 2.

9236

FEDERAL AID PROJECT REQUEST

Date May 20, 1980

Applicant Agency Klamath County

Request for: Off-System ___, FAS-C X, FAUS ___ Project

Federal Aid Route No. FAS-B 303 Route Name Spring Lake Road

Project Name Springlake Bridge - 18C-18

Project Length 120' Project Location (Attach sketch map) ⇦

Project Description Let contract on a prestressed concrete bridge and do construction engineering.

Average Daily Traffic 650 Design Speed 55

Complete Applicable Sections:

I. ROADWAY DATA

1. Existing Roadway: (Attach sketch) ⇦

Width 28' Travel Lanes 2 Shoulders 2

Medians None Parking None

Sidewalks None

Remarks None

2. Desired Roadway Cross Section: (Attach sketch) ⇦

Width 30 Travel Lanes 2 Shoulders 4

Medians None Parking None

Curbed None Length Curb Radii None

Sidewalk/Bikeway Sidewalk on both sides

Remarks

II. RIGHT-OF-WAY DATA

1. Existing Right-of-Way:

General Width 60 Minimum 60 Maximum 60

2. Has right-of-way been acquired for this project subsequent to January 2, 1971

Yes ___ No X

3. Will additional right-of-way be needed? Yes ___ No X

If answer is "yes," will cost of right-of-way be subject to Federal reimbursement? Yes ___ No ___

Remarks

III. TRAFFIC CONTROL DATA

1. Existing Signalization and Location:

None

2. Proposed Signalization:

Location None

Type

Phases

Type of Suspension

Interconnected

Remarks

3. Permanent Signing:

Include in project or by applicant? By applicant

4. Permanent Striping:

Include in project or by applicant? By applicant

IV. ILLUMINATION DATA

1. Existing Illumination and Location:

None

2. Proposed Illumination:

Location None

Type

Remarks

V. STRUCTURE DATA

1. Existing Structure:

Location NE 1/4 Section 34, T. 39S, R. 9 E., W.M.

Type Wood

Shoulder Width 2

Approach Roadway Width 24

Length 118

Width 24.2

To remain in place? No

2. Proposed Structure:

Location Same as esisting

Approximate Size: Length 118 Width 44'

Are sidewalk/bikeways desired: Sidewalk

Are any utilities to be attached to structure? Yes

Are provisions for illumination desired? No

Are there any unusual or complicating conditions? None

Remarks An existing pressure sewer line is connected to existing bridge.

VI. RAILROAD DATA

1. Are there any railroad crossings? Yes ______ No X

   Name of Railroad

   Existing Crossing Protection

2. Will existing railroad crossing be altered?

   Remarks

VII. ACTION PLAN REQUIREMENTS

During project development for Category 1, 2, and 3 projects, the city or county shall perform and document responsibilities as found indexed in the Oregon Action Plan, particularly Citizen Involvement and Participation; Environmental Aspects; and Public Hearing Requirements.

The OSHD Region Engineer will provide assistance, liaison and monitoring for these activities.

Responsible local office and party to be contacted for the following activities:

1.	Citizen Involvement	EARL E. KESSLER, Public Works Director Office
2.	Environmental	EARL E. KESSLER, Public Works Director Office
3.	Public Hearing	EARL E. KESSLER, Public Works Director Office

Remarks

VIII. GENERAL INFORMATION

1. Project preliminary engineering to be performed by:

   Applicant X State ______ Consultant ______

2. Project construction engineering to be performed by:

Applicant________ State X Consultant________

3. Will applicant perform any work prior to or after award of contract?

Yes X No________

If "yes," describe briefly: Applicant will pave the structures

4. Applicant's estimate of cost for requested project:

Roadway Work	$ -0-
Right-of-way costs (if participating)	-0-
Traffic control	1,000.00
Illumination	-0-
Structures	211,200.00
Railroad	-0-
Other________	-0-
~~Preliminary~~ engineering & Contingencies Const.	42,000.00
PROJECT TOTAL	$254,200.00

Remarks________

THIS APPLICATION IS AN OFFICIAL REQUEST FROM:

CITY OF ________ and/or KLAMATH COUN

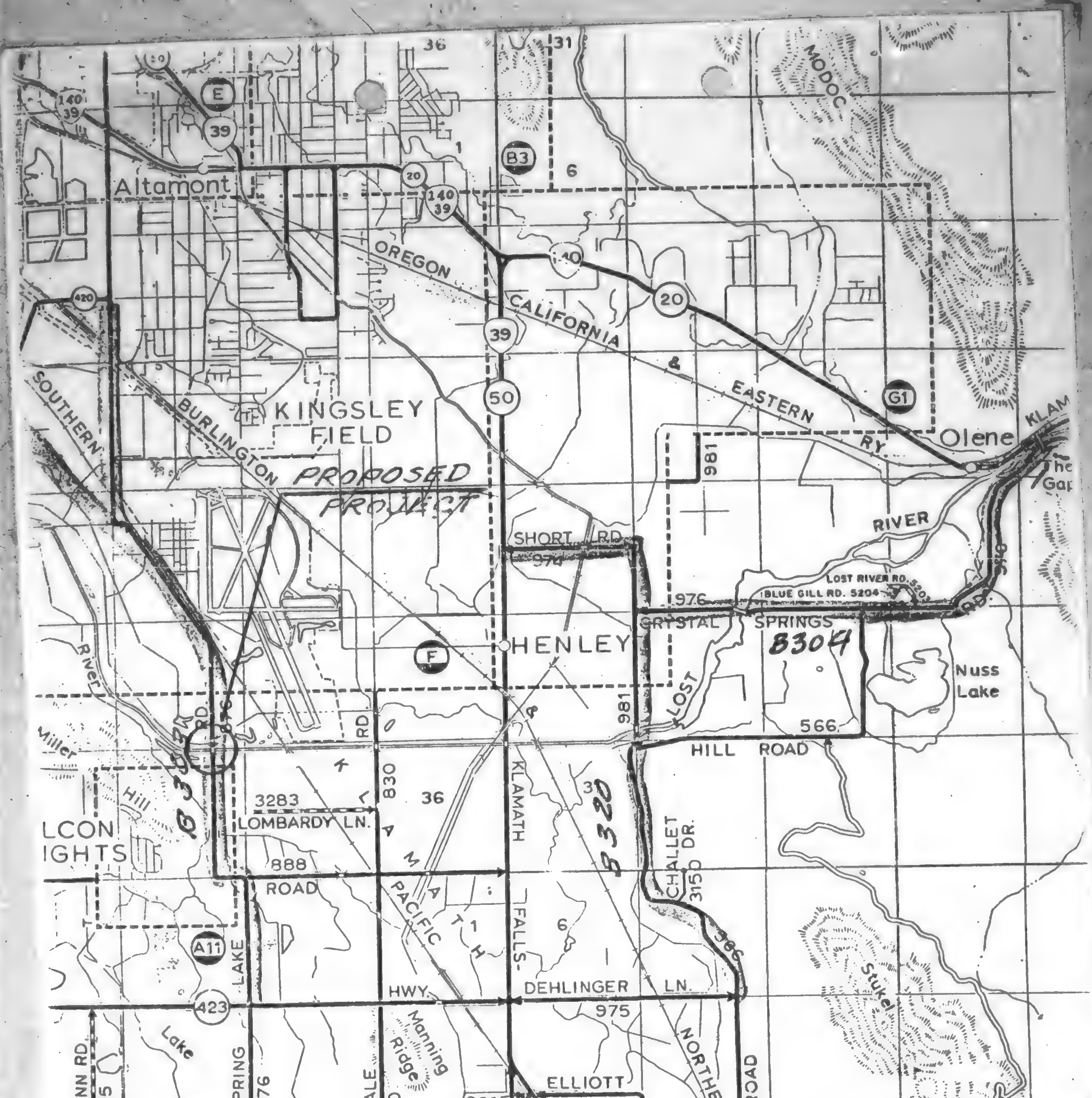
By________

By________

By Alvin A. Cheyne 5/
Chairman of the Board.

By 5/23/
County Commissioner

By Floyd L. Wynne 5/23/8
County Commissioner


Altamont
KINGSLEY FIELD
PROPOSED PROJECT
OREGON CALIFORNIA & EASTERN RY.
SOUTHERN
BURLINGTON
HENLEY
Olene
KLAM
The Gap
RIVER
SHORT RD. 974
976
LOST RIVER RD. 5203
BLUE GILL RD. 5204
CRYSTAL SPRINGS
B304
Nuss Lake
HILL ROAD 566
981
LOST
B320
B3
River
Miller
Hill
LCON IGHTS
3283
LOMBARDY LN.
830
36
KLAMATH
FALLS-
KLAMATH
PACIFIC
CHALLET DR. 3150
888
ROAD
A11
LAKE
423
HWY.
DEHLINGER LN.
975
NORTHERN
ROAD
HILL
Lake
SPRING
876
HOMEDALE
830
Manning Ridge
MANN RD. 555
ELLIOTT
962
3265
MALIN
ROAD
LOST
MATNEY
Spring Lake
O'CONNOR ROAD
887
Valley
ROAD
889
ZUCKERMAN RD.
904
HWY
WONG RD.
918
HILL
Klamath
Captain Jack
Stukel Mtn.
MODOC
E
39
140 39
20
B3
6
31
1
140
G1
50
F
420
386
566

9236

5-20-80

LOCATION PROSPECTUS
OREGON DEPARTMENT OF TRANSPORTATION
LOCATION UNIT

NOTE: SHADED AREAS TO BE COMPLETED IN SALEM OFFICE

DATE

PREFIX

1 - IDENTIFICATION

PROJECT NAME: Diversion Canal (Spring Lake Road) Bridge

HIGHWAY NAME: Spring Lake Road - County Road

HIGHWAY NUMBER: FAS B303

REGION: 4

ADMINISTRATIVE DISTRICT: 11

COUNTY: Klamath

CITY:

LENGTH: 0.02

MILEPOST NUMBER: TO

☒ RURAL ☐ URBAN

LOCAL GOVERNMENT PROJECT? ☒ YES ☐ NO

IF YES, UNIT OF GOVERNMENT: Klamath County

TYPE OF FUNDS: ☐ FAI ☐ FAP ☐ FAS ☐ STATE ☐ FAUS ☐ OTHER County

METHOD OF CONSTRUCTION: ☒ CONTRACT ☐ STATE FORCE ☐ OTHER

TYPE OF WORK: ☐ GRADING ☐ PAVING ☒ STRUCTURE ☐ SIGN ☐ SIGNAL ☐ ILLUMINATION ☐ ROADSIDE IMPROVEMENT ☐ OTHER

PROJECT DESCRIPTION

Replace existing 24'x118' wooden structure on the Spring Lake County Road over U.S.R.S. Diversion Canal with a 44' roadway x 118' long structure. The County has made the vicinity map and desires the State to do the foundation exploration and the bridge design (similar to the Homedale Road bridge constructed in 1979 over the same waterway). Further, the County desires that the State advertise, let the contract, and perform the construction engineering. The County is to bear all costs except the bridge design. (See attached County letter). County will do road work and paving and will close road during construction. Plan on using commercial source for material.

The County wishes that Reeder, Spring Lake, and Joe Wright Road bridges be let on the same contract.

2 - TRAFFIC DATA

EXISTING AVERAGE DAILY TRAFFIC (YEAR-VOLUME): 1979 650

PROJECTED AVERAGE DAILY TRAFFIC (YEAR-VOLUME):

LEVEL OF SERVICE		A	B	C	D	E	F
	EXISTING	☐	☐	☐	☐	☐	☐
	PROPOSED	☐	☐	☐	☐	☐	☐

DESIGN SPEED (MPH): 55

DESIGN STANDARDS: ASSHTO

TRAFFIC ANALYSIS: ☒ LIGHT ☐ MEDIUM ☐ HEAVY

FORM 734-1730 (12-78) Page 1

3 - FEATURES	EXISTING NUMBER AND WIDTH	PROPOSED NUMBER AND WIDTH
TRAVEL LANES	2 - 28	2 - 30
SHOULDERS	2 - 2	2 - 4
MEDIANS	-	-
PARKING LANES	-	-
SIDEWALKS	-	On bridge
BIKEWAYS	-	Type III
INTERCHANGES	-	-
OTHER:	-	-

	YES	NO	MAYBE
Channelization	☐	☒	☐
Frontage Roads	☐	☒	☐
Traffic Signals	☐	☒	☐
Signing	☐	☒	☐
Illumination	☐	☒	☐
Structures	☒	☐	☐
Stage Construction	☐	☒	☐
Pedestrian Crossing	☐	☒	☐
Rest Area	☐	☒	☐
Truck Scale Site	☐	☒	☐
Landscaping	☐	☒	☐
Drainage	☒	☐	☐
River	☐	☒	☐
Stream USRS Diversion Canal	☒	☐	☐
Storm Sewer	☐	☒	☐
Sanitary Sewer	☐	☒	☐
Right of Way	☐	☒	☐
Simple Acquisition	☐	☒	☐
Complex Acquisition	☐	☒	☐
Relocations	☐	☒	☐

	YES	NO	MAYBE
Right of Way (cont.) Improvements	☐	☒	☐
Access Control	☐	☒	☐
Railroad Crossing	☐	☒	☐
At Grade	☐	☒	☐
Separated	☐	☒	☐
Railroad Encroachment	☐	☒	☐
Permits	☒	☐	☐
Conditional Use	☐	☒	☐
Flood Plain	☐	☒	☐
Irrigation District	☒	☐	☐
Water District	☐	☒	☐
Drainage District	☐	☒	☐
Div. of State Lands	☐	☐	☒
Dept. of Geology & Min. Ind.	☐	☒	☐
Corps of Engineers	☐	☒	☐
Coast Guard	☐	☒	☐
DEQ NPS Air Pollution	☐	☒	☐
DEQ NPS Water Pollution	☐	☒	☐
Building	☐	☒	☐
Fish & Wildlife Approval	☐	☒	☐

3 - FEATURES (cont.)

	YES	NO	MAYBE		YES	NO	MAYBE
				Would Homedal Br. study suffice?			
Agreements (City-County Etc.)	☒	☐	☐	Hydraulics Study	☒	☐	☐
Environmental Assessment	☐	☒	☐	Soils Investigation	☒	☐	☐
Statewide Assessment	☒	☐	☐	Airport Clearance	☐	☐	☒
Negative Declaration	☐	☒	☐	Economic Analysis	☐	☒	☐
Environmental Impact Statement	☐	☒	☐	Requires Field Survey	☐	☒	☐
4-F Statement	☐	☒	☐	Old Survey Available	☒	☐	☐
Citizen Advisory Committee	☐	☒	☐	Requires Vicinity Map County has furnished	☒	☐	☐
Public Hearing ____	☐	☒	☐	Requires Photogrammetry	☐	☒	☐
Borrow Source	☐	☒	☐	Requires Reconnaissance Survey	☐	☒	☐
Material Source	☐	☒	☐	Reconnaissance Available	☐	☒	☐
Utilities	☒	☐	☐	Design Review	☐	☒	☐

Type Telephone

4 - WORK ITEMS

	TO BE PERFORMED BY APPLICANT	 STATE	 CONSULTANT
PRELIMINARY ENGINEERING	☐	☒	☐
RIGHT–OF–WAY	☐	☐	☐
CONSTRUCTION ENGINEERING	☐	☒	☐

5 - DURATION TIMES (MONTHS)

	FLOAT	ACTIVE
RECONNAISSANCE SURVEY	( )	
DRAFT ENVIRONMENTAL IMPACT STATEMENT	( )	
CORRIDOR APPROVAL	( )	
FIELD SURVEY	( )	
PRELIMINARY DESIGN	( )	
DESIGN APPROVAL/FINAL EIS	( )	
RIGHT-OF-WAY DESCRIPTIONS	( )	
RIGHT-OF-WAY ACQUISITION	( )	
P.S. & E. DOCUMENTS	( )	

RECOMMENDED CONSTRUCTION DATE ____ (Region) ____ (Salem)

6 - SUGGESTED BASE DESIGN

ITEM	NEW WORK	OVER EXISTING
N/A		

7 - TYPICAL SECTION AND LOCATION

Attach 8½ x 11 inch sheets for general location map and typical section (roadway & structure).

8 - PROJECT COST ESTIMATES

	County	REGION	SALEM
PRELIMINARY ENGINEERING		9,000.	
RIGHT OF WAY			
TRAFFIC CONTROL	1,000.	1,000.	
ILLUMINATION			
STRUCTURES	211,200.	211,200.	
RAILROAD			
ROADWAY			
OTHER ____			
ENGINEERING & CONTINGENCIES	42,000.	42,000.	
PROJECT TOTAL	$254,200.	263,200.	

SUBMITTED BY ____

9836

2.

March 24, 1980

Board of County Commissioners
Klamath County
Courthouse
Klamath Falls, OR 97601

AGR 4

Attention: William D. Milne
County Clerk

MISC. CONTRACTS and
AGREEMENTS No. 7271

Gentlemen:

Attached for your records is a fully executed copy of an agreement for preliminary engineering work on the Diversion Canal (Joe Wright Road) Bridge.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

fkn

Att.

bc Don Harwell (agree. att.)

PRO 6

STATE OF OREGON

INTEROFFICE MEMO

TO: H. S. Coulter
State Highway Engineer

DATE: February 7, 1980

FROM: For RHPaige
D. E. Swan
Operation Programming Engineer

SUBJECT: Proposed FAS-C Project
Klamath County

Klamath County is requesting the authorization for the PE for the replacement of a bridge over the Diversion Canal on Joe Wright Road, FAS-B303. Structure will be approximately 200 feet long with a roadway 44-feet wide. Sidewalks are desired. County will construct the approaches and pave the structure. No additional Right-of-Way. P.E. by the State.

Jurisdiction	Section	Total Funds	Federal Funds	State Funds	Local Funds
Klamath Co.	Diversion Canal (Joe Wright) Bridge FAS-B303	$29,000	$25,520	$1,740	$1,740

The region and this office have investigated the proposed project, confirming its validity and financing under the FAS-C program. I recommend your approval and request you authorize this project under delegated authority.

2-8
orig to Cormsen
cy to P.E. Management

APPROVED BY:

fm
State Highway Engineer

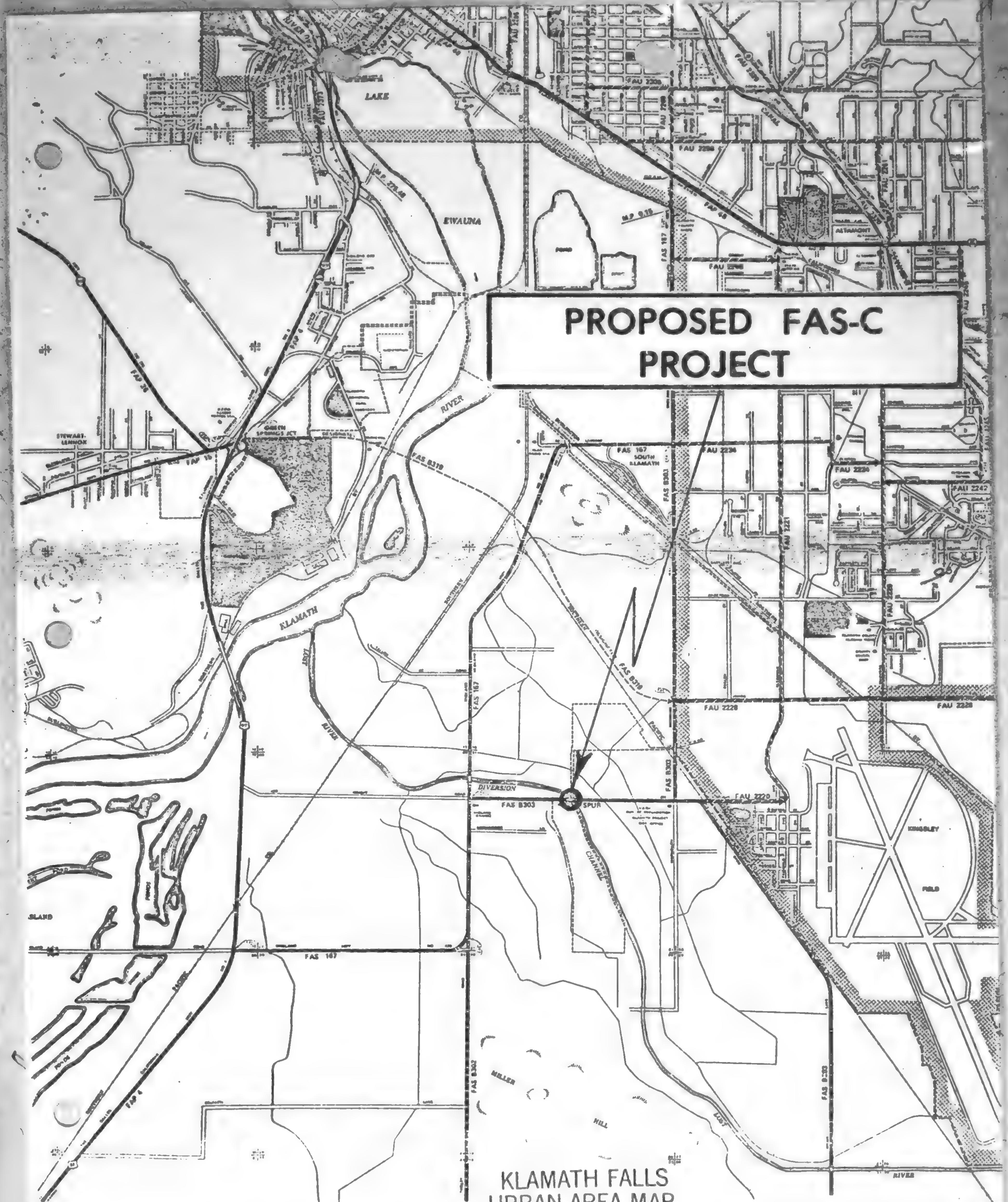
Date 2/7/80

HR:pf
Attachment

On Mar report

Contains Recycled Materials
81-125-1387

SP*75683-125



EWAUNA
LAKE
EWAUNA
RIVER
KLAMATH
RIVER
DIVERSION
SPUR
CHANNEL
STEWART-LENNOX
SOUTH KLAMATH
ALTAMONT
KINGSLEY
FIELD
MILLER
HILL
LOST
RIVER
FAS 167
FAS B318
FAS B303
FAS B302
FAU 2234
FAU 2242
FAU 2228
FAU 2220
FAU 2236

PROPOSED FAS-C PROJECT

KLAMATH FALLS
URBAN AREA MAP
KLAMATH COUNTY, OREGON
PREPARED BY THE

9236

3-12-80

1.

PORT OF ACTION UNDER DELEGATED UTHORITY

BY STATE HIGHWAY ENGINEER

On behalf of the Commission and under authority delegated to me to approve and execute the necessary agreements covering Loval Government Project (FAS-C, FAUS, SOS and FAIX), I approved the following:

Section & Jurisdiction	Estimated Total Cost	Federal Funds	State Share	Local Govt. Funds	Approval Date
FAS-C PROJECTS					
Deschutes River (General Patch) Br., FAS B345 Deschutes County	$ 49,000	$ 42,120	$2,940	$ 2,940	2-7-80
Diversion Canal (Joe Wright) Bridge FAS-B303 Klamath County	29,000	25,520	1,740	1,740	2-7-80
FAIX PROJECTS					
Powell Butte/Mt. Scott Transportation Study Portland	35,000	29,750	None	5,250	2-8-80
W. Burnside St. (FAU 9326) at S.W. Tichner Street Portland	185,000	157,250	None	27,750	2-8-80
N. Columbia Blvd. (FAU 9956) at N. Portland Road Ramp Portland	500,000	425,000	None	75,000	2-8-80
N.E. Glisan St.-S.E. Glenwood St., N.E. & S.E. 39th Avenue, FAU 9699 Portland	$1,705,000	$1,449,250	None	$255,750	2-20-80
SOS PROJECTS					
Power River (Broadway) Br. Section City of Baker	CANCELLATION				2-7-80
Various City Streets (Heisler & Fourth Streets) City of Dufur	CANCELLATION				2-22-80

3-12-80 orig to Herman ey Mehring

March 12, 1980

H. S. Coulter
State Highway Engineer

9236

STATE OF OREGON

INTEROFFICE MEMO

BEND, OR 97701 PRE LOC

TO: D. E. Swan
Project Management

DATE: January 31, 1980

FROM: John R. Hagedorn
Region Federal Aid Engineer

SUBJECT: Proposed FAS-C Project
Joe Wright-Diversion Canal Bridge
FAS B303
Klamath County

Enclosed is a project request for construction of a new bridge on Federal Aid Route FAS B303, to be funded under the FAS-C program.

The County is very anxious to get this bridge built, and while it is realized that the construction cannot be programmed until after May 1st, they would like to have the PE programmed now and completed by May 1st in order to minimize the length of time to get the project under contract.

The County wants the State to do the P.E. and administer the contract.

This project is considered to have the designation of a blanket categorical exclusion.

JRH:pw
Enclosure

Auth. by
Hwy. Engineer
2-7-80

PROJECT MANAGEMENT BRANCH
ASHE ☐ STE ☐
PLE ☐ RE ☐ [✓ PRE ☐]
FEB 1 1980
REFERRED TO ____________
FOR ____________
FILE: PM FA LG.
SP*75683-125

Contains
Recycled
Materials
81-125-1387

FEDERAL AID PROJECT REQUEST

Date January 21, 1980

Applicant Agency Klamath County

Request for: Off-System____, FAS-C X , FAUS Project

Federal Aid Route No. FAS B 303 Route Name Joe Wright Road

Project Name Joe Wright - Diversion Canal Bridge

Project Length 200 feet Project Location (Attach sketch map)

Project Description NE 1/4 Section 21, T 39S, R 9 EWM

Average Daily Traffic 3000 Design Speed 55

Complete Applicable Sections:

I. ROADWAY DATA

1. Existing Roadway: (Attach sketch)

Width 30 ft. Travel Lanes 2 Shoulders 3 ft.

Medians None Parking None

Sidewalks None

Remarks

2. Desired Roadway Cross Section: (Attach sketch)

Width Travel Lanes Shoulders

Medians Parking

Curbed Length Curb Radii

Sidewalk/Bikeway

Remarks

II. RIGHT-OF-WAY DATA

1. Existing Right-of-Way:

General Width 60 feet Minimum 60 feet Maximum 60 feet

2. Has right-of-way been acquired for this project subsequent to January 2, 1971?

Yes ____ No X

3. Will additional right-of-way be needed? Yes ____ No X

If answer is "yes," will cost of right-of-way be subject to Federal reimbursement? Yes ____ No ____

Remarks

III. TRAFFIC CONTROL DATA

1. Existing Signalization and Location:

2. Proposed Signalization:

Location

Type
Phases
Type of Suspension
Interconnected
Remarks

3. Permanent Signing:

Include in project or by applicant? Applicant - if necessary

4. Permanent Striping:

Include in project or by applicant? Applicant

IV. ILLUMINATION DATA

1. Existing Illumination and Location:

None

2. Proposed Illumination:

Location None
Type
Remarks

V. STRUCTURE DATA

1. Existing Structure:

Location NE 1/4 Section 21, T.39S, R 9 EWM
Type Wood
Approach Roadway Width 24 feet Shoulder Width 3 feet
Length 200 feet Width 24 feet
To remain in place? No

2. Proposed Structure:

Location At same location as wood structure

Approximate Size: Length 200 feet Width 44 feet

Are sidewalk/bikeways desired: Yes

Are any utilities to be attached to structure? Not at this time, but should provide for sewage, water, and telephone.

Are provisions for illumination desired? No

Are there any unusual or complicating conditions? None

Remarks

VI. RAILROAD DATA

1. Are there any railroad crossings? Yes ____ No X

   Name of Railroad

   Existing Crossing Protection

2. Will existing railroad crossing be altered?

   Remarks

VII. ACTION PLAN REQUIREMENTS

During project development for Category 1, 2, and 3 projects, the city or county shall perform and document responsibilities as found indexed in the Oregon Action Plan, particularly Citizen Involvement and Participation; Environmental Aspects; and Public Hearing Requirements.

The OSHD Region Engineer will provide assistance, liaison and monitoring for these activities.

Responsible local office and party to be contacted for the following activities:

1. Citizen Involvement — Earl Kessler, Director of Public Works — Office
2. Environmental — Earl Kessler, Director of Public Works — Office
3. Public Hearing — Earl Kessler, Director of Public Works — Office

Remarks

VIII. GENERAL INFORMATION

1. Project preliminary engineering to be performed by:

   Applicant ____ State X Consultant ____

2. Project construction engineering to be performed by:

Applicant ________ State X ________ Consultant ________

3. Will applicant perform any work prior to or after award of contract?

Yes X No ________

If "yes," describe briefly: The applicant will pave the structure, and construct the approaches.

4. Applicant's estimate of cost for requested project:

Roadway Work	$ -
Right-of-way costs (if participating)	-
Traffic control	-
Illumination	-
Structures	$ 290,400.
Railroad	-
Other Const.Engr. & Contingencies	58,000.
Preliminary engineering	29,000.
PROJECT TOTAL	$ 377,400.

Remarks County will close the road during construction. P.E. to be programmed as soon as possible.

THIS APPLICATION IS AN OFFICIAL REQUEST FROM:

CITY OF ________ and/or Klamath COUNTY

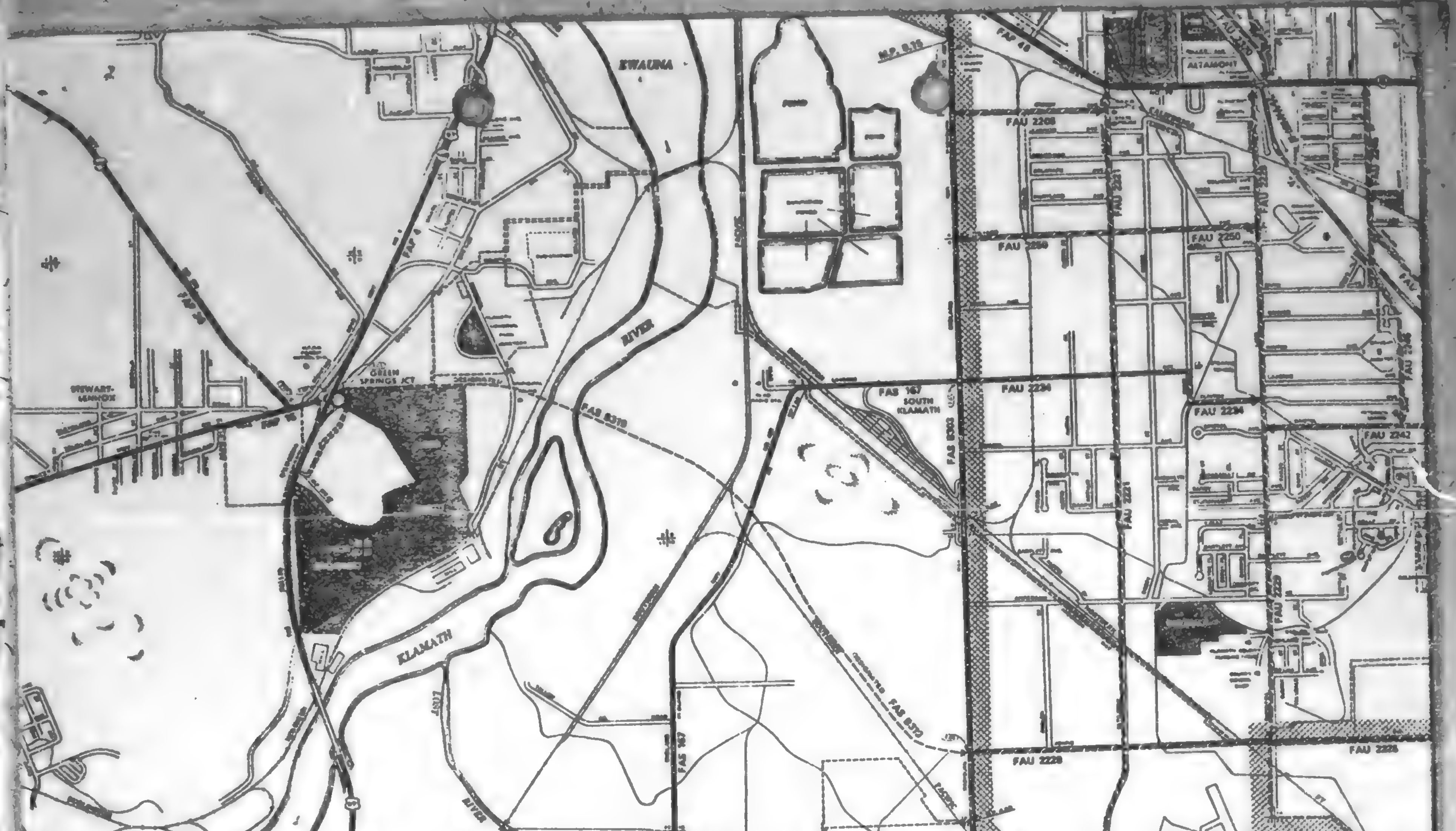
By ________

By ________

By ________

By Rue Kuorien

By ________


KWAUNA
ALTAMONT
FAU 2208
FAU 2250
FAU 2234
FAU 2242
FAU 2226
FAU 2220
FAS 6310
FAS 167
FAS 6303
SOUTH KLAMATH
GREEN SPRINGS JCT
STEWART-LENNOX
KLAMATH
RIVER
DIVERSION
CHANNEL
PROPOSED
PROJECT
ISLAND
KINGSLEY
FIELD
MILLER
HILL
LOST
RIVER

KLAMATH FALLS
URBAN AREA MAP

KLAMATH COUNTY, OREGON

PREPARED BY THE
OREGON STATE HIGHWAY DIVISION
IN COOPERATION WITH THE

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

Revised September 1975

SCALE IN FEET
1,200 0 1,200 2,400 3,600

Population 16,300

▨ CENTRAL BUSINESS DISTRICT

▨ PUBLIC AREAS

▨ URBAN AREA BOUNDARY

Federal Aid System Approved July 1, 1976
Urban Area Approved by F.H.W.A. May 18, 1975

2

1980 Poodle Cr. Rd. Sec. of 9237
the Florence-Eugene Hwy.
(Grad., pav. & structure widening)

9237

File

4

REPORT OF ACTION UNDER DELEGATED AUTHORITY BY

CONSTRUCTION ENGINEER

4-1-82

On behalf of the Commission and under authority delegated to me to accept contracts completed according to specifications, I accepted the following:

Contractor and Contract No.	Section & County	Acceptance Date
R. L. Coats No. 9293	Lake-Harney Co. Line Harney County	March 4, 1982
Eugene Sand & Gravel, Inc. No. 9237	Poodle Creek Road Lane County	March 5, 1982
Horton Bros., Inc. No. 9285	S.Bank Chetco River Rd. U'Xing. Curry County	March 9, 1982
Tice Electric Co. No. 9269	Arterial St. Light Conversion Proj. (Portland) Multnomah County	March 16, 1982
Mid-Columbia Paving Co. No. 9316	Sherman Ave.-Eugene St. (Hood River) Hood River County	March 18, 1982
Hertz Electric,Inc. No. 9244	Central Ore. Hwy. & Arnold Mkt. Rd. Deschutes County	March 18, 1982
Baker Redi-Mix, Inc. No. 9323	Auburn Ave.-Broadway St. & Dewey Ave.-Broadway St. Baker County	March 18, 1982
L.W. Hembree Co. No. 9195	Tualatin Valley Hwy. @ SW 247th Ave. (Hillsboro) Washington County	March 19, 1982
R. L. Coats No. 9333	U.S. Hwy. 97 - U.S. Hwy. 26 Jefferson County	March 19, 1982
Slayden & Holm, Inc. No. 9267	Dairy Creek ([illegible]sbauer Rd.) Bridge Washington County	March 22, 1982
Babler Bros., Inc. No. 9224	Polallie Cr.-M.P. 84.94 Hood River County	March 30, 1982

Contractor and Contract No.	Section & County	Acceptance Date
Hamilton Electric, Inc. No. 9270	Mt. Hood Hwy.@ Welches Rd. Clackamas County	March 31, 1982
L. W. Hembree Co. No. 9194	Mt. Hood Hwy. @ SE Hogan Rd. & Burnside Rd. (Gresham) Multnomah County	March 31, 1982
Mill Plain Electric No. 9330	Sunnyside Rd. @ SE 97th Ave. & Kaiser Hosp.Access Clackamas County	April 1, 1982
Jim Hall Contracting No. 9313	362nd Dr. @ Skogan Road Clackamas County	April 1, 1982
Coral Construction Co. No. 9334	Lane Co. Pavement Marking Project No. 4 Lane County	April 1, 1982
Columbia Pacific Construction Co. No. 9364	Blind Slough (Barendse Rd.) Bridge Clatsop County	April 6, 1982
C.W. McCallen Const.Co. No. 9085	SW Hall Blvd.-SW Oak St. Washington County	April 7, 1982

April 8, 1982

Keasey

C. T. Keasey, P.E., P.L.S.
Construction Engineer

9237

March 17, 1982

The Travelers Indemnity Company
Surety Department
707 S.W. Washington Street
Portland, OR 97205

CON 5
#9237

Gentlemen or Ladies:

On March 11, 1982, we wrote to you concerning release of final payment on Contract No. 9237 awarded to Eugene Sand & Gravel, Inc., for work on the Poodle Creek Road Section of the Florence-Eugene Highway in Lane County.

Final payment on this contract is $3,000 and the total contract amount is $152,986.53. No work was performed under force account.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

dmc

cc: Eugene Sand & Gravel, Inc.
3000 N. Delta Highway
Eugene, OR 97401

Corroon & Black of Oregon
P. O. Box 8699
Portland, OR 97207

bc: C. T. Kassey
Walt Hart
Alfred Shirley

DES 16

ROAD DESIGN SECTION

January 26, 1982

Ellis E. Jones
Project Manager

N. E. Mann
Design Team Supervisor

Poodle Creek Road Section
~~Florence-Eugene Highway~~
Lane County
Contract No. 9237

Versteeg
Anderson
Adams
Olson
Sullivan
Turpin
Trevis
Waterlig

RECEIVED
JAN 26 1982
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring to
Action

We have reviewed your Construction Narrative Report on this project and have no comments.

NEM:rw

cc: Alfred Shirley, Jr.

9237

L.

REPORT NO. 40

AM 734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

	SECTION POODLE CREEK ROAD	WEEK ENDING 21 NOVEMBER 1981
		SECTION PREFIX 20-0513
	HIGHWAY FLORENCE-EUGENE	COUNTY LANE
NAME OF JOB POODLE CREEK ROAD SECTION	KIND OF WORK GRADING,PAVING,STRUCTURE WIDENING	
CONTRACTOR EUGENE SAND & GRAVEL	CONTRACT NUMBER 9237	FEDERAL AID PROJECT NUMBER STATE
DATE OF CONTRACT 22 DECEMBER 1980	DATE WORK STARTED 17 FEBRUARY 1981	ESTIMATED COMPLETION DATE
AVERAGE FORCE ON PROJECT FOR THE WEEK: 0	SPECIFIED WORK DAYS	WORK DAYS USED
MEN: 0 SUPERVISION: 0	SPECIFIED CALENDAR DAYS 220 CD	CALENDAR DAYS USED 235
	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED 106.8%
PROJECT AUTHORIZATION: $ 172449.70 *		PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100.0%
EXCLUSIVE OF ENGINEERING: $ 156449.20	ENGINEERING AUTHORIZATION $ 16000.00*	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 99.3%
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 155409.25 **	ENGINEERING COST TO DATE $ 21493.18 THIS WEEK 0.0	DATE PROJECT WAS COMPLETED: 13 OCTOBER 1981
ESTIMATED PERCENT: UNDERRUN 0.7 %	PERCENT OF AUTHORIZATION 134.3 %	

*NOTE: Includes increase in authorization. **NOTE: Includes liquidated damages.

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	EXCAVATION	BASE	OIL AND/OR PAV'T.	MAT'L. PROD.	GUARDRAIL	SIGNING
100.%	100.%	100.%	100.%	100.%		100.%	100.%

	EXCAVATION	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	0.30	0.30			0.30
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)	870.0 CY	2850.0 TN			725.0 TN
TOTAL QUANTITIES CORRECTED TO DATE	631.9 CY	2469.0 TN			765.4 TN
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	631.9 CY	2469.0 TN			765.4 TN
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	4076A							
PERCENT	100.%							

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY		0		
MONDAY	RAIN	0		
TUESDAY	RAIN	0		
WEDNESDAY	PARTLY CLOUDY	0		
THURSDAY	RAIN	0		
FRIDAY	RAIN	0		
SATURDAY		0		

RECEIVED
NOV 23 1981
CONSTRUCTION BRANCH

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GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	Poodle Creek Road Section - for week of November 15 thru 21, 1981.
MONDAY	No project work this week.
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

This week: No project work.

Next week: Office crew continue work on Semi-final.

NOTE: Project complete. Semi-final to be submitted by 15 December 1981.

SIGNED Ellis H. Jones, Resident Engineer LOCATION Eugene

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

9237

L

CON 5
9237

~~CORRECTED COPY~~

DATE: October 8, 1981

TO: Oregon Transportation Commission

FROM:
H. S. Coulter
State Highway Engineer

SUBJECT: Request for Increase in Project Authorization
Poodle Creek Road Section
Florence-Eugene Highway
Contract No. 9237

This grading, paving and structure widening project is nearing completion and it has become apparent that the project authorized cost will be exceeded. The cost is expected to exceed that authorized by $25,541.38, or 17.4 percent.

The wood piles specified by the contract could penetrate only one to two feet below the stream bed elevation and extra work was performed to accommodate this inadequate penetration. The extra work consisted of repairing damaged pile tips and kaying them into bedrock at a cost of approximately $15,600. The existing bulkheads had to be repaired at the bridge ends at a cost of $2,085.

The bid item quantity for bar run embankment material will overrun by approximately $7,200. The other major overrun item is the project engineering which will exceed that originally anticipated by an estimated $4,400 due primarily to the additional engineering associated with the above mentioned piling and bulkhead corrective work.

This project is financed by State Bond funds.

It is recommended that the authorization for this project be increased by $25,541.38 to a new total of $172,449.20. This matter will be on the consent calendar for the October 22 meeting.

OBJ:mk 1b

bc F. B. Klaboe
R. W. Gormsen
C. T. Keasey
V. E. Skoog
Alfred Shirley, Jr.
George Bell

9237

2

STATE OF OREGON
Highway Construction 378-6318

INTEROFFICE MEMO

FILE: CON 5

TO: H. S. Coulter
State Highway Engineer

DATE: October 7, 1981

NOTED
H.S. COULTER

FROM: O. B. Jackmond
O. B. Jackmond
Contract Administration Engineer

SUBJECT: Request for Increase in Project Authorization
Poodle Creek Road Section
Florence-Eugene Highway
Contract No. 9237

This grading, paving and structure widening project is nearing completion and it has become apparent that the project authorized cost will be exceeded. The cost is expected to exceed that authorized by $25,541.38, or 17.4 percent.

The wood piles specified by the contract could penetrate only one to two feet below the stream bed elevation and extra work was performed to accommodate this inadequate penetration. The extra work consisted of repairing damaged pile tips and keying them into bedrock at a cost of approximately $15,600. The existing bulkheads had to be repaired at the bridge ends at a cost of $2,085.

The bid item quantity for bar run embankment material will overrun by approximately $7,200. The other major overrun item is the project engineering which will exceed that originally anticipated by an estimated $4,400 due primarily to the additional engineering associated with the above mentioned piling and bulkhead corrective work.

This project is financed by State Bond funds.

Attached is a rough draft letter to the Transportation Commission as is a copy of the Expected Overrun of Project Authorization form.

OBJ:mk

Attach.

cc: Alfred Shirley, Jr.
Ellis Jones
Robert Church
D. E. Swan

ORIG

9237

62

STATE OF OREGON **INTEROFFICE MEMO**

TO: MEMO TO THE FILES

DATE: October 24, 1980

Duane O. Christensen

FROM: Duane O. Christensen
Final Design Engineer

SUBJECT: Poodle Creek Road
Florence-Eugene Highway
Lane County

The estimated project cost for this project is $370,000. The programmed amount is for $250,000 of Bond or State funds. of which only $200,000 is available for construction.

The project has been scaled back to the channelization and structure widening at Poodle Creek with an estimated cost of $200,000. This will require delaying the project until the December 18, 1980, bid opening.

The alignment and grade revision, MP 40.0 to MP 40.3, should be programmed to be contracted at some future date depending upon funding. It's estimated cost is $190,000.

LKW:ab
cc: E. S. Hunter
D. H. Moehring
A. Shirley
J. B. Boyd
F. E. Terpin
Jack Sullivan
Norman Mann
W. J. Hart
C. T. Keasey

1 Versteeg ✓
Anderson
Christensen
Olson
Sullivan
Terpin
Trout
Wakerlig

RECEIVED
OCT 27 1980
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring Up /
Action

Contains Recycled Materials
81-125-1387

SP*75683-125

9237 62

ENVIRONMENTAL REVIEW CHECKLIST

ALL CLEAR 10/20/80
Donald L Trout

~~November 20,~~ Dec 18 1980 Bid Letting ____________ All Clear Deadline

SECTION Poodle Creek Road Section
Highway Florence-Eugene Highway
County Lane Region 3
Type of Work G-P-Str-Lft. Turn Funds Bond 74
State ___ Consultant ___ Plans Avail. ___ Yes ___ No

	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR	
DOCUMENTS:						N/A No Fed Funds
EIS	☒					
Negative Declaration	☒					
Project Assessment	☒					
Write-off Letter	☒					
PERMITS:						
Division of State Lands	☒					
D.O.G.M.I.	☒					
Corps of Engineers	☒					
Coast Guard	☒					
Co. Conditional Use	☒					
NPS Air Pollution	☒					
NPS Water Pollution	☒					
CULTURAL:						
Cultural Survey		☒			☒	
Cultural Salvage	☒					
NOISE:						
Noise Study	☒					

9237

62

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE:

INTER-OFFICE CORRESPONDENCE
Springfield, Oregon
July 21, 1980

FROM: David L. Jones,
Resident Engineer

TO: Duane Christensen,
Final Design Engineer

ATTN: Fred Eriksen

SUBJECT: Poodle Creek Rd. Sec.
Florence-Eugene Hwy.
Lane Co.
R/W Obligations

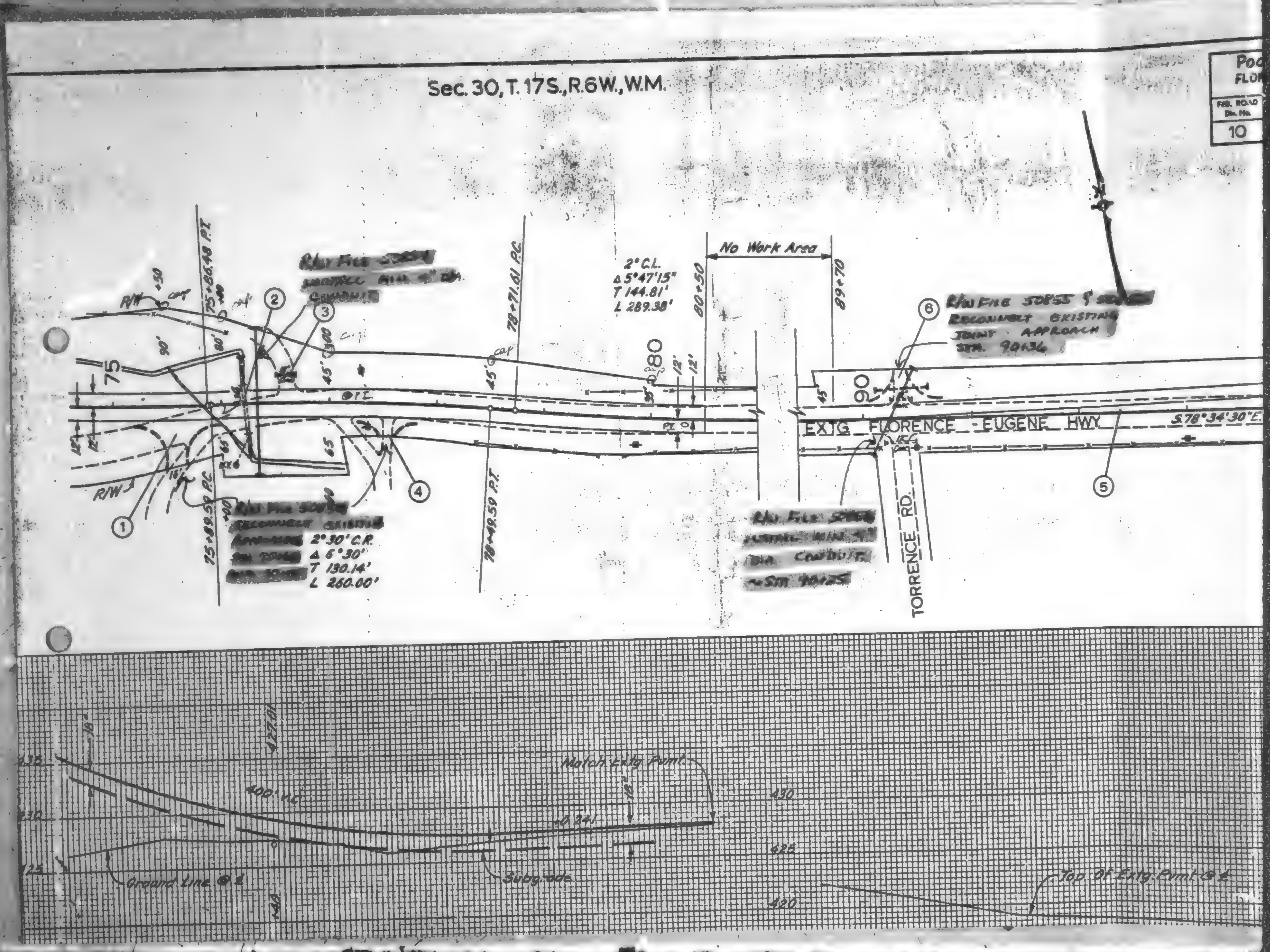
Attached is a map indicating the R/W obligations on the subject project that I have of this date. I have had conversations with right-of-way agents about other obligations, but these are not confirmed as of yet.

RECEIVED
JUL 23 1980
ROAD DESIGN
SECTION

Versteeg
Anderson
I Christensen Don
Olson
Sullivan
Terpin
Trout
Z Wakerlig

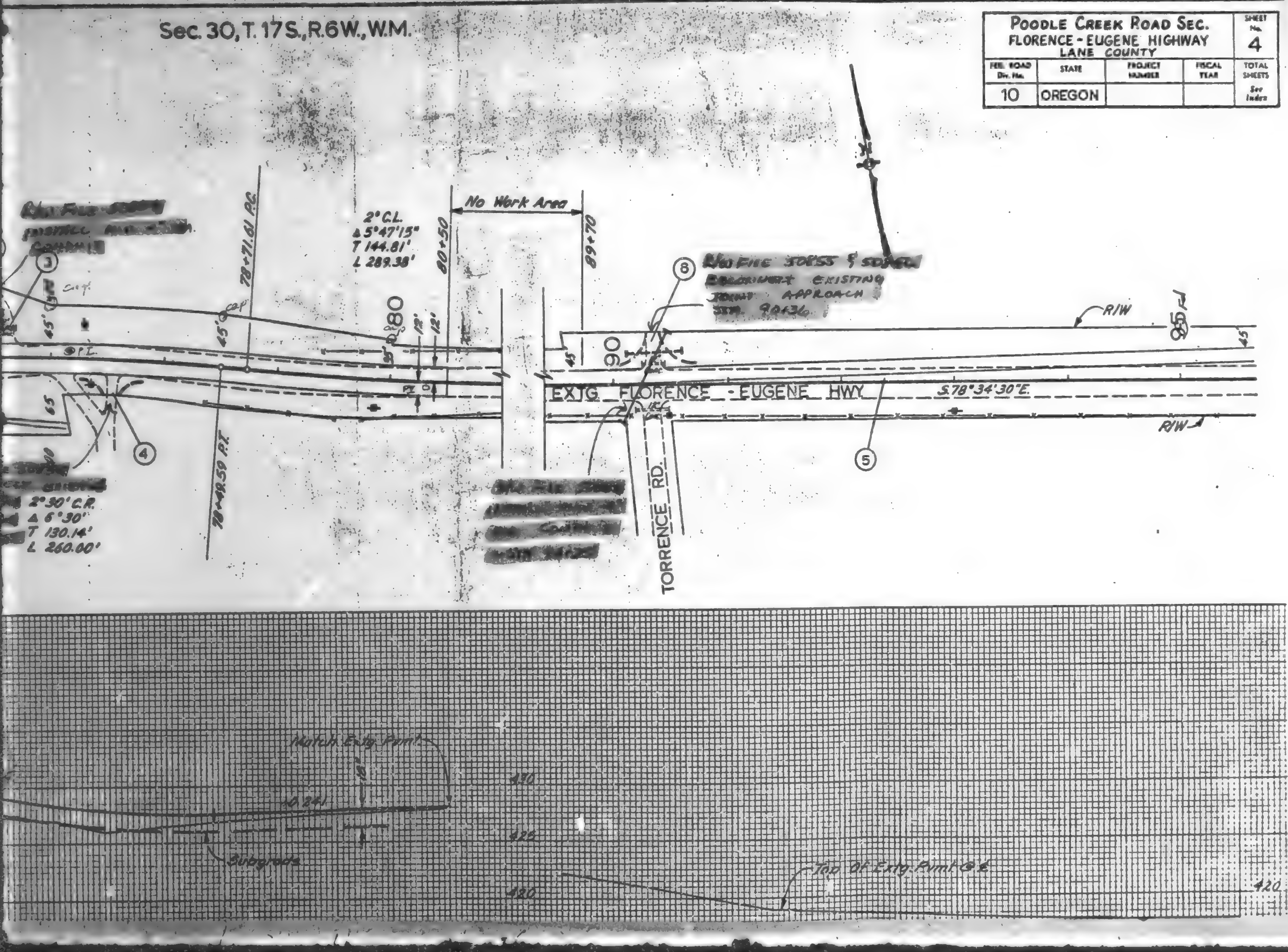
Do Not File ☐
Return To
Bring Up / /
Action

REFERRED TO
Beard
Staudenmeyer
Mann AEM
Cole
Watson
Eriksen
Leu
Hager
Dorn
[✓ Return] Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

Sec. 30, T. 17S., R.6W., W.M.
Poo
FLOR
FED. ROAD DIV. No.
10
75
R/W
R/W
+50
cap
75+86.48 P.T.
75+89.59 P.C.
+00
90'
80'
45'
45'
65
65
12'
12'
①
②
③
④
⑤
⑥
R/W File 50059
Install Min. 4" Dia.
Conduit
R/W File 50059
Reconnect Existing
Approach 2°30' C.R.
Sta. 75+90 Δ 6°30'
T 130.14'
L 260.00'
78+71.61 P.C.
78+49.59 P.T.
2° C.L.
Δ 5°47'15"
T 144.81'
L 289.38'
80
80+50
No Work Area
89+70
R/W File 50856
Install Min. 4"
Dia. Conduit
~Sta. 90+25
R/W File 50855 & 50856
Reconnect Existing
Joint Approach
Sta. 90+36
90
EXTG FLORENCE - EUGENE HWY
S.78°34'30"E.
TORRENCE RD.
435
430
425
420
430
425
420
18"
18"
400' V.C.
427.81
+40
-0.241
Match Extg. Pvmt.
Ground Line @ ℄
Subgrade
Top Of Extg. Pvmt @ ℄

Sec. 30, T. 17 S., R. 6 W., W.M.

POODLE CREEK ROAD SEC. FLORENCE - EUGENE HIGHWAY LANE COUNTY				SHEET No. 4
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
10	OREGON			See Index



[redacted]
③
45'
65
④
[redacted]
2°30' C.R.
Δ 6°30'
T 130.14'
L 260.00'
78+49.59 P.T.
78+71.61 P.C.
45'
2° C.L.
Δ 5°47'15"
T 144.81'
L 289.38'
80
12'
12'
80+50
No Work Area
89+70
[redacted]
45'
90
⑧
[redacted]
TORRENCE RD.
EXTG FLORENCE - EUGENE HWY
S.78°34'30"E.
⑤
R/W
R/W
95
45'
Match Extg. Pvmt.
10.24'
Subgrade
Top Of Extg. Pvmt. @ ℄
430
425
420
420

BU ~~5-29-80~~
~~6-[illegible]-80~~
~~6-13-80~~

62

9237

6-10-80
~~May 16, 1980~~

Department of Fish and
 Wildlife
506 SW Mill St.
Portland, Oregon 97201

Attention: Brent Forsberg

Dear Brent:

Re: Poodle Creek Road
~~Florence-Eugene Highway~~
Lane County

Later this summer we plan to receive bids on the above highway improvement project. Although we will be widening the existing bridge over Poodle Creek we did not go through the Division of State Lands permit process because there will be less than 50 cubic yards of removal or fill.

The proposed bridge widening will be done by driving timber piles. The roadway approach fills will be above and back of the top of the stream bank. Some 15 cubic yards of Class 50 Loose Riprap will cover these fills to prevent erosion.

We would be pleased to have you review this proposal and send your comments regarding any necessary controls for this work.

6-10-80
Forsberg to Trout by phone-
No input from Fish & Wildlife. Proposal OK.
DLT

Very truly yours,

J. H. Versteeg
Road Design Engineer
By:

ORIGINAL SIGNED BY
DONALD L. TROUT

Donald L. Trout
Final Project Development Coordinator

DLT:ab
Attach.

9237

HIGHWAY DIVISION

February 1, 1980

Frank Low, Federal Aid Coordinator
Right-of-Way

D. H. Moehring
Asst. State Highway Engineer

Poodle Creek Rd. Section
Florence-Eugene Highway
Lane County

State funds in the amount of $35,000 are authorized to purchase the above subject file.

In order to keep this section eligible for future Federal Aid on construction, it will be necessary to document this purchase in accordance with FHPM 7-7-2.

This is a Fiscal Year 1980 expenditure; if the expense overruns the estimate, please request additional authorization.

Prefix 020-2041 should be used for this expense.

RU:fkc

cc: Benny Vaughn
Cliff Laux

ROW 12

STATE OF OREGON

INTEROFFICE MEMO

Highway
DEPT.

378-6266
TELEPHONE

TO: D. H. Moehring, Assistant
State Highway Engineer

DATE: February 1, 1980

FROM: F. C. Lowe FCLowe
Condemnation/Federal Aid Coordinator

SUBJECT: Poodle Creek Road Section
Florence-Eugene Highway
Lane County

We have received seven files on the above Bond Project that is scheduled for a June 26, 1980 Letting. The acquisition of this right-of-way is estimated at $35,000 and does not require any relocation or moving allowance.

Please program the acquisition of the necessary right-of-way and provide us with a prefix. This request covers files 50852 through 50858 as shown on map 10C-51-9.

FCL:jk

Prefix
20-2041

2/1/80
Recommend we
use State funds

OK DHMoehring

PROJECT MANAGEMENT BRANCH
SHE ☐ STE ☐
PLE ☐ RE ☐ PRE ☐
FEB 1 1980
REFERRED TO ____________
FOR ____________
FILE: PM FA LG.

2237

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

NOTED
E. S. HUNTER

April 19, 1979

Commander
13th Coast Guard District
Aids to Navigation Branch
Federal Building
915 Second Avenue
Seattle WA 98174

Long Tom River and Poodle Creek
Noti-Veneta Section
Florence-Eugene Highway, Hwy. 126
Lane County
Navigability

copy to 339
#10

Your letter of March 28, 1979 to Mr. Alfred Shirley, Region Engineer in Roseburg, concerning the navigability for proposed structures across the Long Tom River and Poodle Creek, has been referred to this office for reply. Your questionnaire, "Factual Characteristics for Navigability Determinations" has been completed and is attached along with photos of the bridge sites and a copy of a sketch showing the locations of the three bridges (two across the Long Tom River and one across Poodle Creek).

As indicated in the photos, both streams enhance the beauty of Oregon. Both are shallow and clogged with log jams. They do not serve the interest of navigation and should not be classed as navigable.

Walter J. Hart
Bridge Engineer

ORIGINAL SIGNED
R.W. ELLISON

R. W. Ellison
Asst. Bridge Engineer

Attachments

cc E. S. Hunter
D. H. Moehring
Gary Potter
Alfred Shirley

RECEIVED
TECHNICAL SERVICES
APR 2 '79
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

Form 734-3122 (Rev. 7-77)

9237

ENVIRONMENTAL SECTION
April 2, 1979

ELMIRA-NOTI
RURAL FIRE PROTECTION DISTRICT
P.O. BOX 53 • ELMIRA, OREGON 97437

March 29, 1979

cc:
E. S. Hunter
D. H. Moehring
J. H. Versteeg
F. E. Terpin
Walter Hart
Alfred Shirley
William Anhorn
John Grassman
Tom Lowe
Glen Green, FHWA

RE: Draft Environmental Impact Statement - Volume 1 - Summary

Mr. Gary Potter, Manager
Environmental Section
OREGON DEPARTMENT OF TRANSPORTATION
Salem, Oregon 97310

NOTED
E. S. HUNTER

Dear Mr. Potter

A cursory examination of referenced impact statement prompted this short note.

Page V - Line 14 - delete Lane Rural FPD #1 - they are not involved

Page 51 - (3) - delete Lane RFPD #1

Page 51 - Paragraph 3 line 4 - change to read "and the fire departmentS have some personnel trained in emergency medical care".

Page 11 - Springs and Ground Water.

Comment: The ground water in this area is extremely poor or non-existant. Many wells dry up during the summer months or produce 100 to 200 gallons A DAY. More study needs to be made on this point before any promises are made regarding water supply. Water is too spotty to make positive statements.

Overall Suggestion: Installation of a traffic light at the intersection of Hwy 126 and Territorial Highway should be less expensive than an exchange system and should avoid an accident possibility as well as speed the traffic flow in both directions. Electricity is readily available at this point from Pacific Power & Light Company.

Possible Problem. There have been no problems yet BUT the railroad carried in 1978: 157 flammable gas tanks, 156 flammable liquid tanks, 60 combustible liquid tanks, 72 CLASS B POISON GAS TANKS, and 2 CLASS B POISON TANKS. Since the proposals both run near the tracks????????????

RECEIVED
TECHNICAL SERVICES
APR 4 '79
REFER TO
FOR

Sincerely yours

Jessie C Forte

Jessie C. Forte
Clerk/Agent

jcf

DEPARTMENT OF TRANSPORTATION
UNITED STATES COAST GUARD

MAILING ADDRESS:
COMMANDER (oan)
THIRTEENTH COAST GUARD DISTRICT
915 SECOND AVE.
SEATTLE, WASH. 98174
PHONE: (206) 442 5864

16590
Serial 188
28 March 1979

Oregon Department of Transportation
ATTN: Mr. Alfred Shirley
Regional Engineer
1523 S. E. Cobb Street
Roseburg, OR 97470

ENVIRONMENTAL SECTION
April 2, 1979

cc:
E. S. Hunter
D. H. Moehring
J. H. Versteeg
F. E. Terpin
Walter Hart
Alfred Shirley
William Anhorn
John Grassman
Tom Lowe
Glen Green, FHWA

RE: DEIS Volume 1 - Summary
Noti - Veneta Florence - Eugene
Highway 126, Lane County, Oregon

Gentlemen:

The reference document has been received and reviewed. The Coast Guard will have an interest in the work for bridge permit purposes if the Tom River and/or Poodle Creek are navigable waterways of the U. S. Fern Ridge Reservoir, to which both waterways are tributary, is considered navigable by the Coast Guard.

Enclosed are two blank copies of the "Factual Characteristics" form we use to obtain information for making navigability determinations. Because of your local knowledge of the waterways and ready access to necessary local records, it is requested that you complete the forms for both waterways at the sites of the proposed bridges and return them to this office so that determinations can be made. If there are any unresolved issues after submission of the forms, you may be requested to furnish additional specific information.

After all necessary information is gathered, a determination of navigability will be made for each waterway. You will be advised of the determinations and whether or not any bridge permits will be required.

Your cooperation is appreciated.

Sincerely,

J. H. HOLMEAD III
Commander, U. S. Coast Guard
Chief, Aids to Navigation Branch
By direction of the district Commander

Encl: (1) Fac. Char. Form (2)

Copies to:
(1) FHWA, Herb Schell, Salem, OR
(2) ODOT, Bob Ellison, Salem, OR
(3) ODOT, Gary Potter, Salem, OR

9237

June 22, 1972

Ms. Lois Prinzing, Chairman
Lane Council of Governments
125 - 8th Avenue, East
Eugene, Oregon 97401

Dear Ms. Prinzing:

copct #10,339

This will acknowledge your June 9 request to utilize the balance of the District 5 allocation of bonds for use on the Noti-Walton Section of the Florence-Eugene Highway.

Alfred Shirley, Region Engineer in Roseburg, will work with you and will provide estimates and advise procedures to be followed in making this change.

Sincerely,

F. B. Klaboe, Assistant
Director for Operations

bc: D. H. Moehring
H. S. Coulter
Alfred Shirley

DHM:lml srb

LCOG Lane Council of Governments
NORTH PLAZA LEVEL PSB / 125 EIGHTH AVENUE EAST / EUGENE, OREGON 97401 / TELEPHONE (503) 687-4283

June 8, 1978

Mr. Glenn Jackson
Chairman
Oregon Transportation Commission
Transportation Building
Salem, Oregon 97310

to Klaboe - for approp. act. [illegible]

Note Veneta is in 6 yr prg for '81 5 million est.

Dear Mr. Jackson:

Several years ago, at the request of the Transportation Commission, the Lane Council of Governments Board recommended priorities for use of $2.312 million that had been allocated to Lane County from the State Highway Bond Program. Nearly all of those projects have now been completed or committed for construction, and a recent Department of Transportation review of those projects indicated that approximately $234,000 of the bond funds earmarked for Lane County remain unprogrammed.

} 1.7 miles (5 million

The L-COG Board at its May 25, 1978, meeting, identified the Noti-Walton unit of Highway 126 as the most appropriate location for the use of these unexpended funds. Recent accidents and traffic increases have focused community attention on this section of highway, and no improvements are programmed in the Six Year Highway Improvement Program. Consequently, the Board strongly recommends that the remaining $234,000 of the Lane County bond share be expended on one or more of the following projects, identified by the District 5 Engineer as key safety improvements:

copies 7- acc Dist. #.

Project Location	Project Description
Highway 126 - MP 39.8 - Star Camp	Curve realignment
Highway 126 - MP 40.4	Curve realignment
Highway 126 - MP 40.93 - Poodle Creek Rd.	Left turn refuge
Highway 126 - MP 36 - Badger Mt. Summit	Improve terminus of passing lane
Highway 126 - Badger Mountain to Star Camp	Widen shoulders and stripe fog lines

The Board did not set priorities on individual projects, but recommended that the Highway Division apply the money to that project

RECEIVED
DOT OPERATIONS
JUN 0 1978
REFER TO
Moehring
FOR

6-14

Please discuss

PROJECT MANAGEMENT
PME ☐ CCE ☐ OM ☐
LCE ☐ FAE ☐ CPE ☐
JUN 1 1978
File: PM FA LG OP
TAA

cc Rubin, Hunter, Coulter

project (or projects) within the grouping that was deemed to be of the grestest benefit.

Sincerely,

Lois M. Prinzing

Lois Prinzing
Chairman

OS:LP:d
cc: Gordon Coleman
Robert Burco
Dave Jones
William Cranford

RECEIVED
JUN 9 1978
OFFICE
DIRECTOR of TRANSPORTATION

1980 Little Luckiamute R. 9238
(Smith Rd.) Br. Sec.
(Structure)

CdA 7365 9/10/80

9238

HIGHWAY DIVISION INVOICE

INVOICE NUMBER
136601

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DIVISION
TRANSPORTATION BUILDING
SALEM, OREGON 97310

DATE	YOUR ORDER NUMBER	BILLING REQ. NUMBER
3/23/83		CA 1240

NEW CODE POLKCOU

POLK COUNTY
COURTHOUSE
DALLAS OR 97338

PREFIX	FUNC	SUB FUNC	OBJECT	P/N GROUP	AMOUNT
	321	00			2,153.74
227-1096	296	00	000		2,153.74
227-1096	297	00	000		(2,153.74)

DESCRIPTION	TOTAL PRICE
FINAL SETTLEMENT ON BROS 2700 (2) & BROS-2700(3), LITTLE LUCKIMUTE RIVER (SMITH RD.) BRIDGE.	
TOTAL PROJECT COST	151,287.74
LESS: FREE BRIDGE DESIGN	(5,614.87)
LESS: FHWA PARTICIPATION	(114,019.13)
LESS: ADVANCE DEPOSIT	(29,500.00)
	2,153.74

↑ FOLD ↑ FOLD

FINAL
110.00

IF YOU HAVE QUESTIONS ON THIS INVOICE, PLEASE CONTACT:

KEN HUSBY PH: 1-800-452-7813 EX. 8-6011 FOR CORRECTNESS OF CHARGES

OR PH: PREPARER OF INVOICE

734-1150 (7-81)

9238

OREGON STATE HIGHWAY DIVISION

ITEMIZED STATEMENT OF FINAL COSTS DATE: 3/10/83

COUNTY: POLK AGREEMENT NO: 7365 PROJECT NO: BROS-2700(2)
BROS-2700(3)

CONTRACT NO: 9238 SECTION: Little Luckiamute River (Smith Rd.) Bridge

PRELIMINARY ENGINEERING:

Participating Costs

Resident Engineer	$ 811.47
Final Design	1,252.50
Soils & Geology	1,238.14
Reconnaissance & Hydrology	1,078.13
Project Management	239.28
Specifications	945.70
Administration Services Engineer	38.94
Foundation Investigation	189.34
Total Participating P.E. Charges	$ 5,793.50

Non-Participating Costs

Resident Engineer	$ 643.05
Soils & Geology	98.55
Signing	32.92
Utility Liaison	652.13
Reconnaissance & Hydrology	3.60
Specifications	55.56
Foundation Investigation	815.35
Total Non-Participating Charges	$ 2,301.16

Free Bridge Design for County	$ 5,614.87

County Share of PE = (20% of Partic. Cost)+(100% of Non-Partic. Cost)
= 0.2 ($5,793.50 + $2,301.16 = $1,158.70
= $1,158.70 + $2,301.16 = $3,459.86

CONSTRUCTION:

Participating Costs

Payment to Contractor	$118,884.50
Resident Engineer	9,877.54
Project Management	62.94
Materials Testing Laboratory	4,877.53
Technical Services Branch	2,015.61
Construction Branch	222.28
Region Engineer's Office	540.52
Other Construction Engineering	236.26
EEO Monitoring Expense	13.23
Total Participating Const. Cost	$136,730.41

Non-Participating Costs

Interest on Final Payment to Contractor	$ 35.22
Resident Engineer	812.58
Total Non-Participating Const. Cost	$ 847.80

County Share of Construction = (20% of Partic. Cost)+(100% of Non-Partic. Cost)
= 0.2 ($136,730.41) + $847.80
= $27,346.08 + $847.80 = $28,193.88

County Share P.E.	$ 3,459.86
County Share Const.	28,193.88
Total County Share	$31,653.74
Less: Advance Deposit (Rec'd 1-8-81)	29,500.00
BALANCE DUE FROM COUNTY	$ 2,153.74

MEMORANDUM 9238 1-12-83 227-1096

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL VOUCHER FOR PAYMENT UNDER 23 U.S.C. 117

D.O. VOUCHER NO.	
STATE VOUCHER NO.	
DATE	
FHWA SCHEDULE NO.	
PAID BY	

Appropriation:

The United States, Dr., TO Treasurer of the State of Oregon

Address Capitol Bldg. - Salem, OR 97310

STATE Oregon	FEDERAL AID PROJECT NO. [illegible]-1700(3)
PROGRAM APPROVED	VOUCHER PERIOD From: 11/28/80 To: 9/17/82

FINANCIAL DATA

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
$137,878.21	$136,730.41	80%	$109,384.33	$109,384.33	$ 0.00

	DATE	BY
RECEIVED IN FHWA DIVISION OFFICE		
FHWA REVIEW PERFORMED		Oregon
PASSED FOR PAYMENT		1/12/83
FORWARDED BY FHWA DIVISION OFFICE		Controller

0.00

Form FHWA-1447A (4-78) PREVIOUS EDITIONS ARE OBSOLETE

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (*Payee must not use this column*)
	Little Luckiamute River (Smith Rd.) Bridge Smith County Road in Polk County					
	Construction Type Code X080 Structure, Bridge #102698 (Sta. 151+59 To Sta. 152+59) Final Contract Payment Summary	Lump	Sum		$118,884.50	
	Construction Engineering State	All	Required		17,832.68	
	Misc. Project Cost EEO Monitoring Expense	All	Required		13.23	
	Total Participating Project Cost				$136,730.41	
	Nonparticipating Project Cost Interest on Final Payments	All	Required		35.22	
	Construction Engineering (State)	All	Required		812.58	
	Total Nonparticipating Project Cost				$ 847.80	
	Total Project Cost				$137,578.21	
	Prepared based on Participating Costs as shown on Federal Billing as of 1/13/82					
	AMOUNT CARRIED FORWARD					

```
                          227   1095   945   00 P 1                                         29.88          423.05    81    82
                          227   1095   946   00 P 1                                                      1,018.10    81    82
                          227   1095   948   00 P 1                                                          6.58    81    81
                          227   1095   950   00 P 1                                                        173.73    81    81
                          227   1095   960   00 N 1                                                        112.05    81    81
                          227   1095   985   00 P 1                                                         78.50    81    82
                                       TOT   00
                                       TOT   P1                                           29.88        178,729.75
                                       TOT   N1                                                            506.80
                                   ** JOB TOTALS **                      **               29.88  **    179,236.55  **

                                                                                                                   STATE
LITTLE LUCKIAMUTE R BR      CONT NO 9238 * FA PROJ NOS BROS2700003 100
                          227   1096   201   00 P 1 Payment to Contractor                              118,884.50    81    81
                          227   1096   206   00 N 1 Interest on Final Payment                               35.22    81    81
                          227   1096   296   00                                                          642.20CR    81    81
                          227   1096   296   00 N 9              55.27                  79.57        138,242.13CR    81    83
                          227   1096   297   00                                                          642.20    81    81




ACCOUNT SUMMARY - EXPENDITURES & LEDGERS                                   JANUARY 1983        PAGE  197

                                                                                    FISCAL         GRAND TOTAL      ACTIVE YRS
      DESCRIPTION                  PREFIX  FUNCTION SUB F.  GR  CURRENT MONTH    YEAR TO DATE       TO DATE      BEG    END
                          227   1096   297   00 N 9                                              28,857.80    81    82
                          227   1096   298   00 N 9             55.27CR              79.57CR      109,384.33    81    83
                          227   1096   900   00 P 1 Res Engr    69.09CR              69.09CR        9,871.09    81    83
                          227   1096   900   00 N 1 Res Engr    54.15                54.15            812.58    81    83
                          227   1096   904   00 P 1 Consultant Fees                                       6.45    81    81
                          227   1096   920   00 P 1 Project Management                                   62.94    81    82
                          227   1096   940   00 P 1 Salem Materials Testing Lab                        1,916.34    81    82
                          227   1096   941   00 P 1 Portland Materials Testing Lab                     2,917.34    81    82
                          227   1096   942   00 P 1 Eugene Materials Testing Lab                          43.85    81    81
                          227   1096   944   00 P 1 Technical Services Branch                          2,015.61    81    82
                          227   1096   945   00 P 1 construction Branch                  14.25            222.28    81    82
                          227   1096   946   00 P 1 Region Engineer's Office                             540.52    81    81
                          227   1096   948   00 P 1 Other Construction Engineering                       236.26    81    81
                          227   1096   985   00 P 1 EEO Monitoring Expense                                13.23    81    81
                                       TOT   00
                                       TOT   P1                   69.09CR              54.84CR      136,730.41
                                       TOT   N1                   54.15                54.15            847.80
                                   ** JOB TOTALS **               14.94CR**              .69CR**    137,578.21  **

                                                                                                                   STATE
POWER LINE-CHINA HOLLOW RD  CONT NO 8885 * FA PROJ NOS SOS 2800001 100 OS  2800001
                          228   1056   201   00 P 1                                                  1,431.53    79    81
                          228   1056   201   00 P 2                                                213,272.89    79    80
                          228   1056   201   00 N 1                                                  2,173.24    81    81
                          228   1056   270   01 P 1                                                    162.95    80    80
                          228   1056   296   00 N 9                                                253,521.42CR    79    82
                          228   1056   297   00 N 9                                                 46,240.42    79    82
                          228   1056   298   00 N 9                                                207,281.00    79    80
                          228   1056   900   00 P 1                                                    280.42CR    79    81
```

FHWA BILLING VOUCHER

PREFIX	GRP FL	FED AID PROJ APPR	AGREEMENT AMOUNT	TOTAL COSTS TO DATE	PARTIC. AMOUNT	% OF PARTIC.	FEDERAL SHARE	AMOUNT PREV. CLAIMED	ADJUSTMENT AND CODE	AMOUNT OF THIS VOUCHER
225-1068	1*	SOS -2500-002 APPR-680	65,984.94	76,953.78	76,905.53	85.80	65,984.94	65,984.94		
	2*	OS -2500-002 APPR-627	5,669.87	6,608.24	6,608.24	85.80	5,669.87	5,669.87		
	8*	SOS -2500-002 APPR-680	12,190.70	14,208.27	14,208.27	85.80	12,190.70	12,190.70		
225-1068		PREFIX TOTALS	83,845.51	97,770.29	97,722.04		83,845.51	83,845.51		
226-1002	1*	PMS -000S-086 APPR-140	2,849.51	2,849.51	2,849.51	100.00	2,849.51	2,849.51		
226-1003	1	RRS -9895-001 APPR-138	127,517.00	103,799.40	103,799.40	90.00	93,419.46	93,419.46		
226-1004	1	PMS -000S-079 APPR-140	179,400.40	179,488.41	179,400.40	100.00	179,400.40	179,400.40		
26-1005	1	SOS -2600-001 APPR-680	102,810.00	180,806.60	180,728.28	57.00	103,015.12	102,810.00	205.12 B	
	8	SOS -2600-001 APPR-680				57.00				
226-1005		PREFIX TOTALS	102,810.00	180,806.60	180,728.28		103,015.12	102,810.00	205.12	
226-1006	1	X10 -0000-027 APPR-772	240,000.00	276,744.47	276,174.59	85.00	234,748.40	234,748.40		
226-1007	1	RRP -9704-003 APPR-139	52,947.00	19.72	19.72	90.00	17.75	17.75		
226-1008	1	RRS -9956-005 APPR-138		21.02	21.02	90.00	18.92		18.92 A	
227-1095	1	SOS -2700-001 APPR-680	196,140.00	179,236.55	178,729.75	85.77	153,296.51	153,296.51		
227-1096	1*	BROS-2700-003 APPR-117	109,384.33	137,578.21	136,730.41	80.00	109,384.33	109,384.33		
228-1056	1*	SOS -2800-001 APPR-680	1,235.00	19,861.59	1,400.54	88.18	1,235.00	1,235.00		
	2*	OS -2800-001 APPR-627	206,046.00	233,665.23	233,665.23	88.18	206,046.00	206,046.00		
228-1056		PREFIX TOTALS	207,281.00	253,526.82	235,065.77		207,281.00	207,281.00		
230-1052	1*	RR00-000S-043 APPR-686	36,003.43	40,003.81	40,003.81	90.00	36,003.43	36,003.43		
30-1053	1*	RR00-000S-044 APPR-686	38,958.63	43,300.27	43,287.37	90.00	38,958.63	38,958.63		
230-1061	1	SRS -000S-109 APPR-148	9,200.00	10,821.41	10,272.64	90.00	9,245.38	9,200.00	45.38 B	
230-1070	1	SOS -3000-002 APPR-680	204,826.88	232,584.61	232,361.75	88.15	204,826.88	203,429.00		1,397.88
230-1072	1	PMS -000S-087 APPR-140	33,700.00	8,578.27	8,578.27	100.00	8,578.27	8,578.27		
230-1081	1	BROS-3000-005 APPR-114	90,518.00	103,923.01	103,923.01	80.00	83,138.41	83,071.78		66.63
230-1084	1	SOS -3000-006 APPR-680		717.79	717.79	88.15	632.73		632.73 A	
231-1001	1*	SOS -3100-002 APPR-680	163,344.03	190,466.79	190,377.66	85.80	163,344.03	163,344.03		

```
         227   1461      927      00                                          8,281.13          11,144.75
                      ** JOB TOTALS **                          **            8,281.13   **     11,225.89   **

                                                                                                         STATE
 0016490000063081 CONT NO     FA PROJ NOS
                   227   1471      901      00 Resident Engineer                572.36             572.36
                   227   1471      910      00 Soils & Geology                   65.84              65.84
                   227   1471      911      00 Signing                           32.92              32.92
                   227   1471      914      00 Utility liaison 18.15            652.13             652.13
                   227   1471      918      00 Reconnaissance & Hydrology         3.60               3.60
                   227   1471      921      00 Specifications                    55.56              55.56
                   227   1471      925      00 Foundation Invest. 3.42          809.95             809.95
                   227   1471      927      00 Free Bridge Design             3,915.09           5,614.87
                              ** JOB TOTALS **          21.57   **            6,107.45   **      7,807.23   **

                                                                                                         STATE
 0016490000063081 CONT NO     FA PROJ NOS
                   230   1444      901      00                                                       4.33
```

P.E. Approval PR1240 : 10-1-80 to set up 227-1973

MC 14 charges were prior to 10-1-80 and could not qualify for fed. reimbursement because they occurred prior to fed approval.

```
                                                                       JUNE 1981          PAGE  532
TOTAL TO DATE JOB COST SUMMARY
                                                                          FISCAL          GRAND TOTAL
DESCRIPTION OF JOB OR DEPARTMENT     PREFIX       FUNCTION   GR  CURRENT MONTH   YEAR TO DATE       TO DATE
                                  230   1444       906      00                         7.10           7,888.92
                                  230   1444       906      00 &                                        56.32
                                  230   1444       916      00                                           7.60
                                  230   1444       927      00                         4.50           2,164.97
                                             ** JOB TOTALS **             **          11.60   **     10,121.24   **

                                                                                                          STATE
                   0016490000063081 CONT NO       FA PROJ NOS
                                  230   1451       913      00                                          37.15
                                             ** JOB TOTALS **             **                  **        37.15   **

                                                                                                          STATE
                   0016490000063081 CONT NO       FA PROJ NOS
                                  230   1461       918      00                       104.54             104.54
                                  230   1461       927      00                     4,733.83           4,915.47
                                  230   1461       960      00                                          74.08
                                             ** JOB TOTALS **             **       4,838.37   **      5,094.09   **

                                                                                                          STATE
                   0016490000063081 CONT NO       FA PROJ NOS
                                  233   1437       901      00                                      1,221.35CR
                                             ** JOB TOTALS **             **                  **    1,221.35CR**

                                                                                                          STATE
                   0016490000063081 CONT NO       FA PROJ NOS
                                  301   1458       905      00 A                      39.87              39.87
                                  301   1458       906      00                        18.00              18.00
                                  301   1458       906      00 A                     658.73             658.73
                                  301   1458       906      00                                          126.89
                                  301   1458       914      00
```

STATE COPY

9238

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NUMBER 12-182	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	tate Oregon
PROJECT REPORT NUMBER	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT	County Polk
MODIFICATION NUMBER 1	12/10/81	Project Number BROS-2700(3)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on January 26, 19 81, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 135,167.00	$ 136,953.00
Federal funds	$ 108,133.00	$ 109,562.00
Other revisions		

This modification is made for the following reasons: to include increase in construction engineering costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 10 th day of December, 1981.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Asst. State Highway Engineer
(Title)

XXBy For: H.S. Coulter

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

Gen. File

Oregon State Highway Division
Salem, Oregon December 8, 1981

Federal Aid Project
No. BROS-2700(3)

Little Luckimute River (Smith Rd.) Bridge
Smith County Road in Polk County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code X080
Structure, Bridge # 10269B (Sta. 151+59 to Sta. 152+59)

Subtotal of previous estimate of December 29, 1980		$119,090.00
	SUBTOTAL	$119,090.00
	Engineering	17,863.00
	TOTAL	$136,953.00

Length of Structure ------------ 0.019 mi.

Federal Funds ------------------	$109,562.00
County Funds -------------------	27,391.00
TOTAL	$136,953.00

Group 1	100%
Contract No.	9238
Prefix:	227-1096

9238

STATE COPY

OMB No. 04-R2089

P

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO. 2-10	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION **FEDERAL-AID PROJECT AGREEMENT** 1-26-81	Oregon County Polk Project No. BROS-2700 (3)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Co. Rd. aprox. 4 mi. S.W. of Monmouth

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	11-25-80	0.019
OTHER *(Specify)*		

FUNDS Pro Rata 80.00%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 135,167.00	$ 108,133.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Asst. State Highway Engineer
(Title)

For: H. S. Coulter

State Highway Engineer
(Title)

By

(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: G.OLO Green

Date executed by Division Administrator JAN 2 6 1981

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

file

Oregon State Highway Division
Salem, Oregon December 29, 1980

Federal Aid Project
No. BROS-2700 (3)

Little Luckiamute River (Smith Rd.) Bridge
Smith County Road
Polk County

Project agreement estimate.

Type Code X080
Structure, Bridge #10269B (Sta. 151+59 to Sta. 152+59)

Mobilization		All Required	$ 11,500.00
Temporary Protection & Direction of Traffic		All Required	500.00
Temporary Signs	20 sq. ft.	10.00	200.00
Temporary Continuous, Rail Traffic Barriers, Reflectorized	75 lin. ft.	10.00	750.00
Bridge Removal Work		All Required	1,000.00
Structure Excavation	100 cu. yd.	5.00	500.00
Furnish 12"x14" Prestressed Concrete Piling	290 lin. ft.	15.00	4,350.00
Furnish 16" Prestressed Concrete Piling	372 lin. ft.	20.00	7,440.00
Drive Concrete Piles	22 Each	600.00	13,200.00
Structural Concrete (80 cu. yd.)		All Required	13,500.00
4'x20'/25' Prestressed Slabs	14 Each	1,600.00	22,400.00
4'x55'/60' Prestressed Slabs	7 Each	3,800.00	26,600.00
Reinforcement (10,000 lbs.)		All Required	4,000.00
Metal Rail	250 lin. ft.	35.00	8,750.00
Guard Rail in Stockpile		All Required	4,400.00
	Subtotal		$119,090.00
	Engineering		16,077.00
	Total		$135,167.00

Length of Structure - - - - - - - - - 0.019 mi.

Federal Funds (80%)	$108,133
County Funds	27,034
Total	$135,167

Group 1 100%
Contract No. 9238
Prefix 227-1973
Prefix 227-1096

9238

Polk Co.

NOTE: SHADED AREAS TO BE COMPLETED IN SALEM OFFICE

LOCATION PROSPECTUS
OREGON DEPARTMENT OF TRANSPORTATION
LOCATION UNIT

9-15-81

DATE

PREFIX

1 - IDENTIFICATION

PROJECT NAME: Little Luckiamute River Bridge #53C139

HIGHWAY NAME: Grant Road

HIGHWAY NUMBER: 1062

REGION: 2

ADMINISTRATIVE DISTRICT: 3

COUNTY: Polk

CITY:

LENGTH: 140 feet

MILEPOST NUMBER: 0.05 TO --

☒ RURAL ☐ URBAN

LOCAL GOVERNMENT PROJECT? ☒ YES ☐ NO

IF YES, UNIT OF GOVERNMENT: County

TYPE OF FUNDS: ☐ FAI ☐ FAP ☐ FAS ☒ STATE* ☐ FAUS ☐ OTHER *Design

METHOD OF CONSTRUCTION: ☐ CONTRACT ☐ STATE FORCE ☐ OTHER

TYPE OF WORK: ☐ GRADING ☐ PAVING ☒ STRUCTURE ☐ SIGN ☐ SIGNAL ☐ ILLUMINATION ☐ ROADSIDE IMPROVEMENT ☐ OTHER

PROJECT DESCRIPTION

Design for the replacement of the existing steel truss bridge which has a load limit of 18 tons. This project has been requested under the HBR Program.

1 Versteeg ✓

Anderson

2 Christensen

3 Olson

Sullivan

Terpin

Trout

4 Wakarlig

RECEIVED

OCT 1 1981

ROAD DESIGN SECTION

Do Not File ☐

Return To

Bring Up /

Action

2 - TRAFFIC DATA

EXISTING AVERAGE DAILY TRAFFIC (YEAR-VOLUME): 50

PROJECTED AVERAGE DAILY TRAFFIC (YEAR-VOLUME):

LEVEL OF SERVICE	A	B	C	D	E	F
EXISTING	☐	☐	☐	☐	☐	☐
PROPOSED	☐	☐	☐	☐	☐	☐

DESIGN SPEED (MPH): 55

DESIGN STANDARDS: AASHTO

TRAFFIC ANALYSIS: ☐ LIGHT ☐ MEDIUM ☐ HEAVY

APPROVED

Location Engineer

Date 2/12/81

FORM 734-1730 (12-78) Page 1

3 - FEATURES	EXISTING NUMBER AND WIDTH	PROPOSED NUMBER AND WIDTH
TRAVEL LANES	Bridge - 18' total	Bridge - 28' total
SHOULDERS	N/A	Grading and surfacing to be done by the county.
MEDIANS		— — —
PARKING LANES		— — —
SIDEWALKS		— — —
BIKEWAYS		Shared Roadway
INTERCHANGES		— — —
OTHER:		

	YES	NO	MAYBE
Channelization	☐	☒	☐
Frontage Roads	☐	☒	☐
Traffic Signals	☐	☒	☐
Signing	☐	☒	☐
Illumination	☐	☒	☐
Structures	☒	☐	☐
Stage Construction	☒	☐	☐
Pedestrian Crossing	☐	☒	☐
Rest Area	☐	☒	☐
Truck Scale Site	☐	☒	☐
Landscaping	☐	☒	☐
Drainage	☒	☐	☐
River Little Luckiamute	☒	☐	☐
Stream ________	☐	☒	☐
Storm Sewer	☐	☒	☐
Sanitary Sewer	☐	☒	☐
Right of Way	☐	☒	☐
Simple Acquisition	☐	☒	☐
Complex Acquisition	☐	☒	☐
Relocations	☐	☒	☐

	YES	NO	MAYBE
Right of Way (cont.) Improvements	☐	☒	☐
Access Control	☐	☒	☐
Railroad Crossing	☐	☒	☐
At Grade	☐	☒	☐
Separated	☐	☒	☐
Railroad Encroachment	☐	☒	☐
Permits	☒	☐	☐
Conditional Use	☐	☒	☐
Flood Plain	☐	☒	☐
Irrigation District	☐	☒	☐
Water District	☐	☒	☐
Drainage District	☐	☒	☐
Div. of State Lands	☒	☐	☐
Dept. of Geology & Min. Ind.	☐	☐	☒
Corps of Engineers	☒	☐	☐
Coast Guard	☐	☒	☐
DEQ NPS Air Pollution	☐	☒	☐
DEQ NPS Water Pollution	☐	☒	☐
Building	☐	☒	☐
Fish & Wildlife Approval	☒	☐	☐

3 - FEATURES (cont.)

	YES	NO	MAYBE
Agreements (City-County Etc.)	☒	☐	☐
Environmental Assessment	☐	☒	☐
Statewide Assessment	☒	☐	☐
Negative Declaration	☐	☒	☐
Environmental Impact Statement	☐	☒	☐
4-F Statement	☐	☒	☐
Citizen Advisory Committee	☐	☒	☐
Public Hearing ________	☐	☒	☐
Borrow Source	☐	☒	☐
Material Source	☐	☒	☐
Utilities	☐	☒	☐

Type ____________________

	YES	NO	MAYBE
Hydraulics Study	☒	☐	☐
Soils Investigation	☒	☐	☐
Airport Clearance	☐	☒	☐
Economic Analysis	☐	☒	☐
Requires Field Survey	☒	☐	☐
Old Survey Available	☐	☒	☐
Requires Vicinity Map	☒	☐	☐
Requires Photogrammetry	☐	☒	☐
Requires Reconnaissance Survey	☐	☒	☐
Reconnaissance Available	☐	☒	☐
Design Review	☒	☐	☐

4 - WORK ITEMS

		TO BE PERFORMED BY	
	APPLICANT	STATE	CONSULTANT
PRELIMINARY ENGINEERING Br deisgn	☐	☒	☐
RIGHT-OF-WAY N/A	☐	☐	☐
CONSTRUCTION ENGINEERING N/A	☐	☐	☐

5 - DURATION TIMES (MONTHS)

	FLOAT	ACTIVE
RECONNAISSANCE SURVEY	(NA)	
DRAFT ENVIRONMENTAL IMPACT STATEMENT	(NA)	
CORRIDOR APPROVAL	(NA)	
FIELD SURVEY	(NA)	
PRELIMINARY DESIGN Bridge design	( )	2.5
DESIGN APPROVAL/FINAL EIS	(NA)	
RIGHT-OF-WAY DESCRIPTIONS	(NA)	
RIGHT-OF-WAY ACQUISITION	(NA)	
P.S. & E. DOCUMENTS	(NA)	

RECOMMENDED CONSTRUCTION DATE ____________ (Region) ____________ (Salem)

6 - SUGGESTED BASE DESIGN

ITEM	NEW WORK	OVER EXISTING
N/A Project is for bridge design only.		

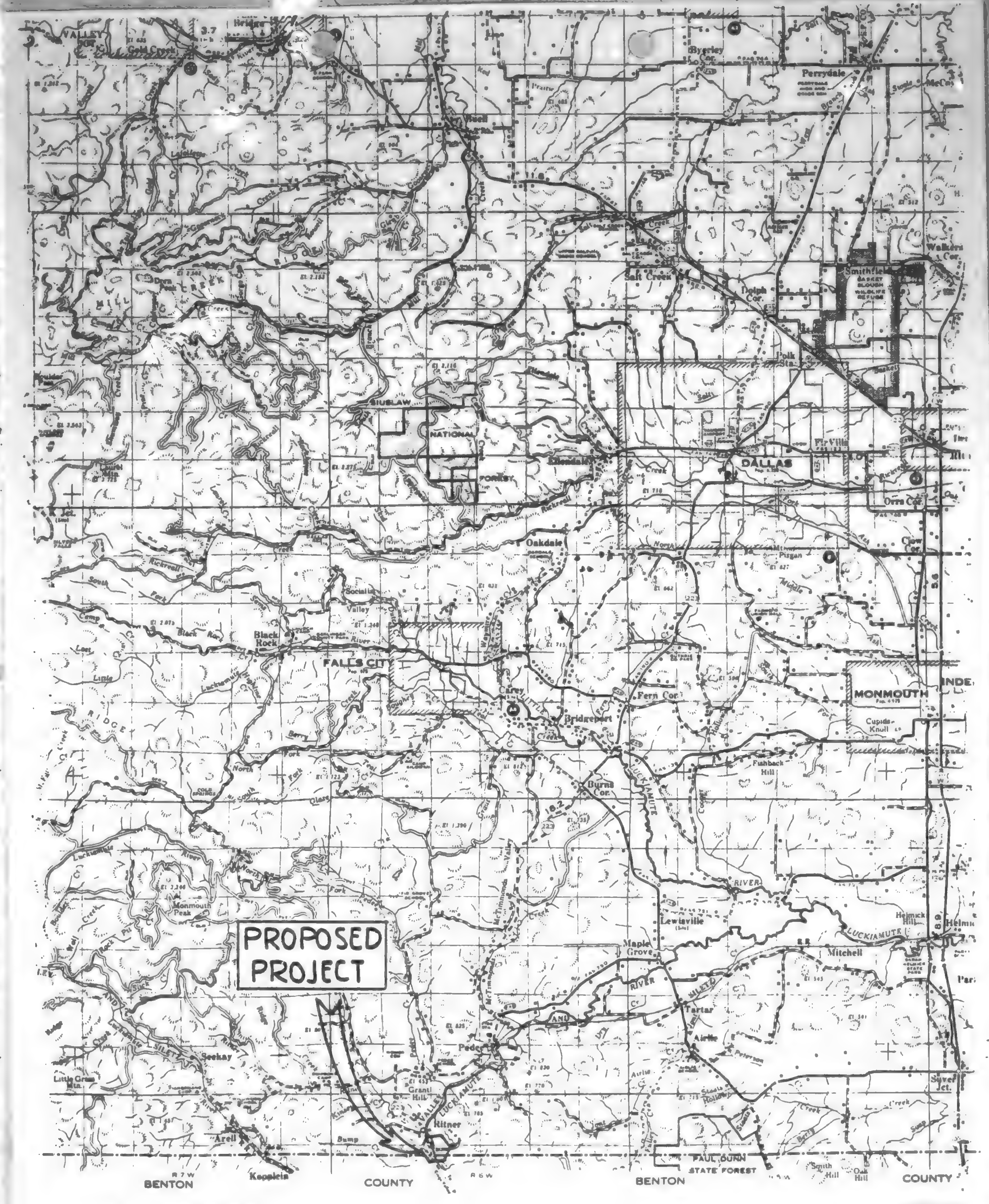
7 - TYPICAL SECTION AND LOCATION

Attach 8½ x 11 inch sheets for general location map and typical section (roadway & structure).

8 - PROJECT COST ESTIMATES

	REGION	SALEM
PRELIMINARY ENGINEERING	$3,000	6.500
RIGHT OF WAY		25.000
TRAFFIC CONTROL		
ILLUMINATION		
STRUCTURES 140' x 28'		200.000
RAILROAD		
ROADWAY by county		
OTHER Remove Extg. Str.		10.000
ENGINEERING & CONTINGENCIES		40.000
PROJECT TOTAL		$ 281.500

SUBMITTED BY ____________________


PROPOSED
PROJECT
Valley Jct.
Gold Creek
Bridge
Buell
Byerley Cor.
Perrydale
Walkers Cor.
McCoy
Salt Creek
Dolph Cor.
Smithfield
Basket Slough Wildlife Refuge
Polk Sta.
Siuslaw National Forest
Dallas
Ellendale
Fir Villa
Orrs Cor.
Oakdale
Pisgah
Socialist Valley
Black Rock
Falls City
Fern Cor.
Bridgeport
Monmouth
Cupids Knoll
Burns Cor.
Luckiamute
Fishback Hill
Ridge
Monmouth Peak
Lewisville
Maple Grove
Mitchell
Helmick Hill
Tartar
Airlie
Pedee
Grant Hill
Ritner
Seekay
Little Grass Mtn.
Arell
Kappleis
Suver Jct.
Smith Hill
Oak Hill
Paul Dunn State Forest
Benton County
Benton County
R 7 W
R 6 W
Business establishment
Factory or industrial plant
Sawmill
Cemetery
Key to counties
Arrangement of
Polk

9238

L.

9-10-81

REPORT OF ACTION UNDER DELEGATED AUTHORITY BY

ASSISTANT STATE HIGHWAY ENGINEER

On behalf of the Commission and under authority delegated to me to accept contracts completed according to specifications, I accepted the following:

Contractor and Contract No.	Section and County	Acceptance Date
Mill Plain Electric, Inc. No. 9189	Mt. Hood Hwy. @ SE 104th Ave. Multnomah County	August 10, 1981
Delta Construction Co. No. 8974	Prairie Rd.-Irving Rd. & Park Ave.-River Rd. Lane County	August 10, 1981
Douglas S. Coats, Inc. No. 9262	Deschutes River (Sheep) Bridge Deschutes County	August 10, 1981
Ross Bros. Construction, Inc. No. 9222	Thornton Lake Bridge Benton County	August 12, 1981
W. R. Grasle Co. No. 9059	N.Tigard Intchge.-SW Beef Bend Rd. (Tigard) Multnomah & Washington Counties	August 14, 1981
A.K. Lundmark & Son, Inc. No. 8978	Nehalem River (CCC) Bridge Tillamook County	September 1, 1981
F. E. Ward, Inc. No. 9238	Little Luckiamute River (Smith Rd.) Bridge Polk County	September 2, 1981
N.L. Prouty Excavating No. 9252	Dairy Creek O'Flow Culvert Washington County	September 3, 1981
Don Haisch Construction, Inc. No. 9212	M.P. 44.5 Marion County	September 4, 1981
Tice Electric Co. No. 9162	Hayden Island-NE Broadway St. (Portland) Multnomah County	September 4, 1981
Peter Kiewit Sons' Co. No. 9017	Yaquina Bay Bridge (Newport) Lincoln County	September 4, 1981

Contractor and Contract No.	Section and County	Acceptance Date
Mill Plain Electric, Inc. No. 9257	SE Harmony Rd. @ International Way Clackamas County	September 8, 1981
Auburn Construction Co. No. 9251	Soap Creek Bridge Polk County	September 10, 1981

September 10, 1981 Keasey
C. T. Keasey
Asst. State Highway Engineer

9238

L

2

September 4, 1981

Employers Insurance of Wausau
2000 Westwood Drive
Wausau, Wisconsin 54401

COM 5
#9238

Gentlemen:

Contract No. 9238 awarded to F. E. Ward, Inc., for the Little Luckiamute River (Smith Road) Bridge in Polk County was completed on July 13, 1981, and accepted by the State Highway Division on September 2, 1981.

Final payment in the amount of $3,108 will be released to the contractor after September 10, 1981. The total contract amount is $118,884.50 and no work was performed under force account.

No claims for labor or material have been filed with us against the performance bond on this contract.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

fkn

cc F. E. Ward, Inc.
2000 East Columbia Way, Bldg. 48C
Vancouver, WA 98661

C. T. Kassey
Walt Hart
V. E. Skoog Attn: Dick Hacek
C. O. Fredrickson

9238

FINAL REPORT 2.

FORM 734-3001

FIELD ENGINEER'S WEEKLY REPORT

OREGON STATE HIGHWAY DIVISION

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Little Luckiamute R. (Smith Rd.) Bridge

WEEK ENDING: July 18, 1981

SECTION PREFIX: 227-1096

HIGHWAY: Smith Rd. (Co. Rd.)

COUNTY: Polk

NAME OF JOB: Little Luckiamute R. (Smith Rd.) Br.

KIND OF WORK: Structure

CONTRACTOR: F. E. Ward, Inc.

CONTRACT NUMBER: 9238

FEDERAL AID PROJECT NUMBER: BROS-2700(3)

DATE OF CONTRACT: January 12, 1981

DATE WORK STARTED: March 25, 1981

ESTIMATED COMPLETION DATE: June 21, 1981

AVERAGE FORCE ON PROJECT FOR THE WEEK:

MEN: SUPERVISION:

SPECIFIED WORK DAYS:

SPECIFIED CALENDAR DAYS: 150

SPECIFIED COMPLETION DATE:

WORK DAYS USED:

CALENDAR DAYS USED: 142

PERCENT OF TIME ELAPSED: 95

PROJECT AUTHORIZATION: $ 135,167.15

EXCLUSIVE OF ENGINEERING: $ 124,449.05

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 118,776.50

ESTIMATED PERCENT: ~~OVERRUN~~ UNDERRUN 4.6 %

ENGINEERING AUTHORIZATION: $ 10,718.10

ENGINEERING COST TO DATE: $ 11,000.00

PERCENT OF AUTHORIZATION: 103 %

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100

DATE PROJECT WAS COMPLETED: June 13, 1981

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					

HOURS PER SHIFT

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	10269 B						
PERCENT	100						

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 12 ~~5~~	Clear	142		
MONDAY 13 ~~6~~	Clear	142		
TUESDAY 14 ~~7~~	Clear	142		
WEDNESDAY 15 ~~8~~	Clear	142		
THURSDAY 16 ~~9~~	Clear	142		
FRIDAY 17	Clear	142		
SATURDAY 18		142		

RECEIVED
JUL 20 1981
CONSTRUCTION BRANCH

ASHE K
CAE
FOE
QCE
SCS
EEO
OM
CA e
LE
TC
FE
CP

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Semi-final Data sent to the Region office on Monday July 13, 1981.

SIGNED JMMartin LOCATION Albany
J. M. Martin, Resident Engineer

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED SUBMIT 3 COPIES

SP-F216

9238 MEMORANDUM 4-8-81 227-1973

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL VOUCHER FOR PAYMENT UNDER 23 U.S.C. 117

D.O. VOUCHER NO.	
STATE VOUCHER NO.	
DATE	
FHWA SCHEDULE NO.	
PAID BY	

Appropriation:

The United States, Dr., TO Treasurer of the State of Oregon

Address Capitol Bldg. - Salem, OR 97310

STATE Oregon	FEDERAL AID PROJECT NO. BROS-2700(2)
PROGRAM APPROVED	VOUCHER PERIOD From: 10-1-80 To: 11-24-80

FINANCIAL DATA

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
$5,793.50	$5,793.50	80%	$4,634.80	$4,634.80	$ 0.00

	DATE	BY
RECEIVED IN FHWA DIVISION OFFICE		
FHWA REVIEW PERFORMED		Oregon
PASSED FOR PAYMENT		4/8/81
FORWARDED BY FHWA DIVISION OFFICE	V.E. Skoog, Controller	

0,00

Form FHWA-1447A (4-78) PREVIOUS EDITIONS ARE OBSOLETE

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS *(Payee must not use this column)*
	Little Lukiamute River (Smith Rd) Bridge Section County Road No. 8515 Polk County					
	Preliminary Engineering Type Code P.E.					
	State	All Required			$5,793.50	
	Total Project Cost				$5,793.50	
	Prepared based on Participating Costs as shown on Federal Billing as of 3/31/81					
	AMOUNT CARRIED FORWARD					

```
TOTAL TO DATE JOB COST SUMMARY                                                    JUNE 1981        PAGE  742

                                                                                    FISCAL          GRAND TOTAL
DESCRIPTION OF JOB OR DEPARTMENT     PREFIX       FUNCTION  GR  CURRENT MONTH    YEAR TO DATE        TO DATE
                                  226    1990       905     00 P 1                                      72.49
                                  226    1990       909     00 P 1                                       3.32
                                  226    1990       911     00 P 1                                      60.40
                                  226    1990       923     00 P 1                                      25.00
                                                    TOT        P1                                      162.07
                                               ** JOB TOTALS **              **              **        162.07   **

  BUELL-MILL CRK PARK            CONT NO       * FA PROJ NOS SOS 700001 100                                          STA'E
                                  227    1960       296     00 N 9                       9,860.00CR     21,030.00CR
                                  227    1960       297     00 N 9                                       2,170.00
                                  227    1960       298     00 N 9                       9,860.00       18,860.00
                                  227    1960       901     00 P 1                       2,131.16       12,479.07
                                  227    1960       901     00 N 1                                         312.58
                                  227    1960       905     00 P 1                       2,006.54        3,219.40
                                  227    1960       910     00 P 1                                       4,173.38
                                  227    1960       911     00 P 1                          16.14           41.68
                                  227    1960       913     00 P 1                                           8.31
                                  227    1960       914     00 P 1                           8.40            8.40
                                  227    1960       918     00 P 1                         688.93          692.60
                                  227    1960       920     00 P 1                          47.56           59.70
                                  227    1960       921     00 P 1                       1,046.30        1,046.30
                                  227    1960       922     00 P 1                          75.92           79.88
                                  227    1960       923     00 P 1                         165.78          226.18
                                  227    1960       926     00 P 1                         428.47        1,621.82
                                  227    1960       927     00 P 1                          47.50           48.10
                                  227    1960       950     00 P 1                                       1,223.97
                                                    TOT        P1                        6,662.70       24,928.79
                                                    TOT        N1                                          312.58
                                               ** JOB TOTALS **              **          6,662.70  **   25,241.37   **

            0016490000063081 CONT NO             FA PROJ NOS BROS700002 100                                          STATE
                                  227    1973       296     00 N 9                       4,634.80CR      4,634.80CR
                                  227    1973       298     00 N 9                       4,634.80        4,634.80
                                  227    1973       901     00 P 1 Res. Engr               811.47          811.47
                                  227    1973       901     00 N 1 Res Engr. 47.17          70.69           70.69
                                  227    1973       905     00 P 1 Final Design          1,252.50        1,252.50
                                  227    1973       910     00 P 1 Soils & Geology       1,238.14        1,238.14
                                  227    1973       910     00 N 1 Soils & Geology 32.71    32.71           32.71
                                  227    1973       918     00 P 1 Reconnaissance & hydrology 1,078.13   1,078.13
                                  227    1973       920     00 P 1 Project Management      239.28          239.28
                                  227    1973       921     00 P 1 Specifications          945.70          945.70
                                  227    1973       922     00 P 1 Administrative services-Engineer 38.94  38.94
                                  227    1973       926     00 P 1 Foundation Investigation 189.34         189.34
                                  227    1973       926     00 N 1 Found. Invest. 5.40       5.40            5.40
                                                    TOT        F1                        5,793.50        5,793.50
                                                    TOT        N1            85.28         108.80          108.80
                                               ** JOB TOTALS **              85.28  **   5,902.30  **    5,902.30   **
```

227-1471

001

OREGON STATE HIGHWAY DEPARTMENT
FHWA BILLING VOUCHER

06/30/81

PREFIX	GRP FL	FED AID PROJ APPR	AGREEMENT AMOUNT	TOTAL COSTS TO DATE	PARTIC. AMOUNT	% OF PARTIC.	FEDERAL SHARE	AMOUNT PREV. CLAIMED	ADJUSTMENT AND CODE	AMOUNT OF THIS VOUCHER
226-1902	1	PMS -000S-079 APPR-140	3,000.00	3,568.03	3,568.03	100.00	3,568.03	3,000.00	568.03 B	
226-1903	1	XI -9800-001 APPR-823	100,000.00	3,239.50	3,105.26	85.77	2,663.38	2,663.95		9.43
226-1904	1	XI -9862-003 APPR-823	283,000.00	166,281.67	162,522.56	85.77	139,396.60	139,289.36		106.24
226-1905	1	XI -0000-019 APPR-823	67,150.00	3,926.99	3,926.99	85.00	3,337.94	3,337.94		
226-1928	1	RRS -9913-001 APPR-138	675.00	40.13	40.13	90.00	36.12	36.12		
226-1929	1	RRS -9556-006 APPR-138	675.00	1,085.81	1,085.81	90.00	977.23	675.00	302.23 B	
[illegible]-1990	1	RRS -9895-001 APPR-138	675.00	162.07	162.07	90.00	145.86	145.86		
227-1960	1	SOS -2700-001 APPR-680	18,860.00	25,241.37	24,928.79	85.77	21,381.42	18,860.00	2,521.42 B	
227-1923	18	BROS-2700-002 APPR-117	4,634.80	5,902.30	5,878.10	80.00	4,702.48	4,634.80	67.68 B	
228-1958	1	SOS -2800-001 APPR-680	7,719.00	9,094.64	9,092.94	85.80	7,801.74	7,719.00	82.74 B	
229-1964	18	OS -2900-001 APPR-627	950.75	1,215.95	1,215.95	78.19	950.75	950.75		
230-1945	18	SRS -000S-042 APPR-148	5,189.27	5,765.86	5,765.86	90.00	5,189.27	5,189.27		
230-1942	1	RROO-000S-044 APPR-686	1,800.00	915.80	915.80	90.00	824.22	824.22		
230-1943	1	RROO-000S-043 APPR-686	1,800.00	764.23	764.23	90.00	687.81	687.81		
230-1946	1	OS -3000-001 APPR-627	5,570.00	24,960.41	24,945.88	85.80	21,403.57	5,570.00	15,833.57 B	
230-1952	1	SOS -3000-003 APPR-680	21,442.00	24,943.58	24,936.09	85.77	21,387.68	21,304.03		83.65
230-1953	1	SOS -3000-004 APPR-680	3,960.00	3,607.37	3,607.37	88.10	3,178.09	3,179.90		1.81CR
[illegible]-1959	18	SRS -000S-025 APPR-148	1,023.14	1,147.32	1,136.82	90.00	1,023.14	1,023.14		
230-1966	1	PMS -000S-087 APPR-140		2.70	2.70	100.00	2.70		2.70 A	
231-1935	18	SOS -3100-001 APPR-680	2,915.31	3,390.39	3,390.39	85.80	2,908.95	2,915.31	6.36-D	
231-1937	1	SOS -3100-002 APPR-680	7,065.66	8,244.40	8,235.04	85.80	7,065.66	7,065.66		
231-1944	1	BROS-3100-003 APPR-117	15,360.00	14,428.23	14,428.23	80.00	11,542.58	11,542.58		
231-1948	1	BROS-3100-004 APPR-117	16,000.00	1,260.19	1,260.19	80.00	1,008.15	953.55		54.60
232-1978	1	SRS -000S-047 APPR-148		1,313.62		90.00				
232-1993	18	SOS -3200-002 APPR-680	6,111.35	8,448.50	7,084.49	85.80	6,078.49	6,111.35	32.86-D	
233-1936	1	PMS -000S-077 APPR-140	500.00	237.30	237.30	100.00	237.30	237.30		

9238

December 19, 1980

ACC

Polk County Board of Commissioners
Courthouse
Dallas, Oregon 97338

Attn: Allene Kettleman
County Clerk

Gentlemen:

On December 18, 1980 the Highway Division received a satisfactory bid from F. E. Ward, Inc., P.O. Box 960, Woodland, Washington 98674 for Little Luckiamute River (Smith Road) Bridge Section. We anticipate the construction cost to be:

Contractor's Bid	$119,090.00
4 1/2% Contingencies	5,359.05
9% Engineering	10,718.10
Estimated Construction Cost	$135,167.15
Estimated P.E. Costs	12,200.00
ESTIMATED TOTAL PROJECT COST	$147,367.15
Less Federal Share (80% of $147,367.15)	117,893.72
ESTIMATED COUNTY SHARE	$ 29,473.43

By rounding the County's Advance Deposit will be $29,500.00

We will award the contract when we receive your advance deposit, which should arrive no later than January 9, 1981.

The attached sheet describes the three options for making your advance deposit. Please select the option you desire and submit your advance deposit according to the instructions.

Very truly yours,

D. E. Swan
Operation Programming Engineer

KEM:pf
Attachment

bcc w/AD # 849: Phil Stearns, Region 2 Federal Aid Engineer
Vern Skoog - Please return completed AD # 849
when advance deposit is received.

925

4

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

11-25-80

		FEDERAL AID PROJECT NO. ROS-2700(3)
		STATE PROJECT NO. See below
FROM: G.L. Green, Division Administrator FHWA - Oregon Division	PROGRAM NO.	COUNTY NAME Polk
	ITEM NO. 10024	PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer
State Of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENG'.
DEC 15 '80
REFER TO
[illegible]
FOR
Info | Inves | R/O | O/R | Sign | Act | File

12-15.
orig

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER
11/25/80	11/25/80	Non Federal aid
		STATE ROUTE NUMBER County Road

GENERAL LOCATION:

Little Luckiamute River (Smith Road) Bridge Section

GENERAL DESCRIPTION OF WORK:

One Structure

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☐ OTHER *(Specify)*

☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☒ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's Letters of 11/12/80 and 11/21/80 you are now authorized to proceed with actions necessary to advance to completion the physical construction provided for by the above project at a total estimated cost of $152,000 Federal Funds $121,600 in accordance with the approved Certification Acceptance Plan. If you subsequently find that exceptions to the procedure will be needed or that your proposed design standards are lower than the minimum design as approved, this office should be notified of such proposed exceptions and reasons thereof.

I accept the certification of Mr. Rod Henry dated 11/18/80 that provisions of FHPM 7-5-1 have been complied with.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
11/25/80	G.K. Hassner	for Division Administrator

FORM PR-1240 (REV. 6-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1975—681-495

9238

Polk

ENVIRONMENTAL REVIEW CHECKLIST

ALL CLEAR 11 124 80
Donald L. Rout

Dec. 18, 1980 Bid Letting ________ All Clear Deadline

SECTION Little Luckiamute R (SMith Rd.) Br.
Highway
County Polk Region 2
Type of Work Funds HBR(OS)
State ___ Consultant ___ Plans Avail. ___Yes ___No

DSL
Noise

DOCUMENTS:

	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR
EIS	☒	☐	☐	☐	☐
Negative Declaration	☒	☐	☐	☐	☐
Project Assessment	☐	☒	☐	☐	☒
Write-off Letter	☒	☐	☐	☐	☐

PERMITS:

	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR
Division of State Lands	☐	☒	☐	☐	☒
D.O.G.M.I.	☒	☐	☐	☐	☐
Corps of Engineers	☐	☒	☐	☐	☒
Coast Guard	☒	☐	☐	☐	☐
Co. Conditional Use	☒	☐	☐	☐	☐
NPS Air Pollution	☒	☐	☐	☐	☐
NPS Water Pollution	☒	☐	☐	☐	☐

CULTURAL:

	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR
Cultural Survey	☐	☒	☐	☐	☒
Cultural Salvage	☒	☐	☐	☐	☐

NOISE:

	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR
Noise Study	☐	☒	☐	☐	☐

9238

NOV 1 1980

Polk County Surveyor

County Courthouse
Room 206
DALLAS, OREGON 97338

C. RALPH BLANCHARD
County Surveyor

Phone: 623-8171
Ext. 300

November 17, 1980

REGION 2 ENGINEER
RECEIVED
NOV 25 1980
☐ RLE ☐ RSE
☐ RE ☐ RCE ☐ RME ☐ RTE ☐ ROE
☐ ULE ☐ CEO ☐ RBO ☐ ENV ☑ RFE

Mr. Phil Stearns
Region 2 Federal Aid Engineer
2960 E. State Street
Salem, Or. 97310

Dear Phil:

Enclosed is a print of the Little Luckiamute River (Smith Road) Bridge grading plans bearing the Boards approval signatures.

Sheet No. 3 of these plans indicate that the old bridge is in place and will be removed "(By others)". Please be advised that the old bridge has been removed, the road signed and the bridge site barricaded accordingly.

Thanks for your cooperation in this matter.

Very truly yours,

Ralph Blanchard

C. Ralph Blanchard
Polk County Surveyor and
Assistant Roadmaster

CRB:g
enclosure

C.C. Don Stoudenmeyer

PROJECT MANAGEMENT BRANCH
ASHE ☐ STE ☐
PLE ☐ RE ☐ PRE ☐
NOV 26 1980
REFERRED TO ____________
FOR ____________
FILE: PM FA LG.

RECEIVED NOV 14 1980

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
Region 2
2960 E. STATE STREET, SALEM, OREGON 97310 PHONE 378-2626

November 13, 1980

Ralph Blanchard
County Surveyor
Rm 208 Courthouse
Dallas, OR 97338

Dear Mr. Blanchard:

Enclosed are two sets of plans for the roadwork portion of the Little Luckiamute River (Smith Rd.) Bridge Project.

Please review the plans and return one set to this office with your comments and appropriate signatures in the approval block.

Sincerely,

Phil

Phillip O. Stearns
REGION FEDERAL AID ENGINEER

POS/rgb
Attch.

Overall Length 100'

OF OREGON

F TRANSPORTATION

HWAY DIVISION

PROPOSED PROJECT

PRELIMINARY COPY
NOV 7 1980
SUBJECT TO CHANGE
FINAL DESIGN UNIT

LITTLE LUCKIAMUTE RIVER (SMITH RD.) BRIDGE SEC. SMITH ROAD POLK COUNTY				SHEET No. 1
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
10	OREGON			See Index

HBR Funding

ER (SMITH RD.) BRIDGE SEC.

ITH ROAD

LK COUNTY

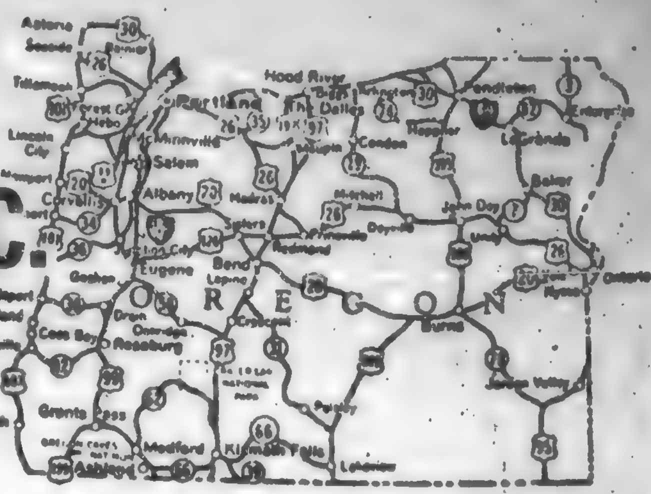
APPROVED Nov. 17 1980

BOARD OF COMMISSIONERS OF POLK COUNTY

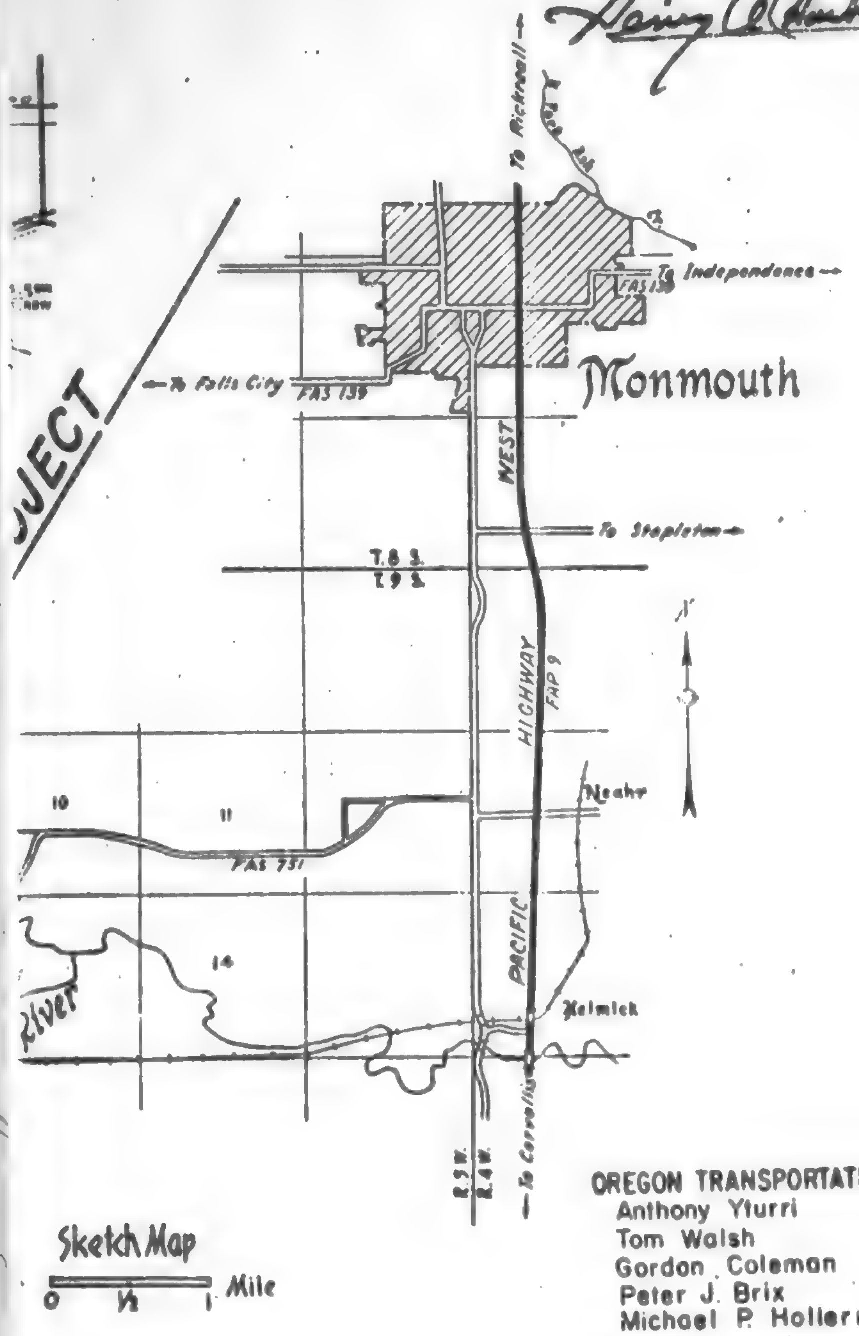
BY Lynn Hardy COMMISSIONER

Benj. A. Mihall COMMISSIONER

Henry A. (Hank) [illegible] COMMISSIONER



Astoria
Seaside
Tillamook
Portland
Hood River
The Dalles
Pendleton
Condon
McMinnville
Salem
Lincoln City
Newport
Corvallis
Albany
Madras
Eugene
Bend
Burns
Roseburg
Grants Pass
Medford
Klamath Falls
Ashland
Lakeview
Ontario
Baker
La Grande
John Day
O R E G O N



To Rickreall
To Independence
FAS 138
To Falls City
FAS 139
Monmouth
PROJECT
WEST
To Stapleton
T. 8 S.
T. 9 S.
HIGHWAY
FAP 9
N
10
11
Neahr
FAS 731
14
PACIFIC
River
Helmick
R. 5 W.
R. 4 W.
To Corvallis
Sketch Map
0
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1
Mile

PRELIMINARY COPY
SUBJECT TO CHANGE

4475 OCT 30 1980 H. S. COULTER

4482 MAY 13, 1980 EDGAR S. HUNTER

H. S. Coulter STATE HIGHWAY ENGINEER

E. S. Hunter ASSISTANT STATE HIGHWAY ENGINEER

OREGON TRANSPORTATION COMMISSION

Anthony Yturri	CHAIRMAN
Tom Walsh	VICE CHAIRMAN
Gordon Coleman	COMMISSIONER
Peter J. Brix	COMMISSIONER
Michael P. Hollern	COMMISSIONER
Fred B. Klaboe	DIRECTOR OF TRANSPORTATION

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

APPROVED:

FIELD OPERATIONS ENGINEER DATE

9238

Section Little Luckiamute R[illegible]r (Smith Rd.) Bridge Program[illegible]ng Estimate $

Highway Smith Road 11-12-80 Project Length

County Polk Completion Time

Kind of Work Structure Est. Comp. Date

Prefix 227-1973 Letting Date Dec. 18, '80 Project No. BR0S-2700 (3)

ESTIMATED CONSTRUCTION AUTHORIZATION

ontract Amount . . . . $ 133,110.00

$ 0

ROUTING SLIP—DEPT. OF TRANSPORTATION Date: 11-13-80

Director
Chief of Operations
Asst. Dir.-Administration
Asst. Dir.-Transportation Policy & Program Develop.
Accounting (Highway)
Administrative Services
Chief Counsel
Commission Services
Construction
Data Processing (Trans. Bldg.)
Employee Development
Engineering (Design)
Environmental
Equipment Shops & Storeroom
Finance (DOT)
FHWA
General Files
General Services (DOT)
Information Systems (Lana Ave.)
Labor Relations
Landscape
Library
Location
Mail Room
Maintenance
Materials & Research
Motor Vehicles
Organization & Manpower Services
Parks & Recreation
Permits & Weighmaster
Personnel Operations
Photocopy
Proj. Mgmt. & Operations Planning
Public Affairs
Public Transit
Radio
Right of Way
Safety & Health Services
Sign Shop
State Highway Engineer
Structures
Technical Services Engineer
Traffic Support Services
Transportation Policy & Program Development
Travel Information
Utilities
Metropolitan
[✓ Region Number 2]
District Number

ATTENTION: Phil Stearns

FROM: Proj. Mngt.

COMMENTS: Please inform the county.

Form 731-0022 (7/78) SP*70682-734

11-13-80
Phil Stearns
OK

Subtotal $ 133,110.00

Contingencies (4-1/2%) 5,989.95

Engineering (~~8~~, 9, ~~10~~%) 11,979.90

Subtotal $

Credit for . . . .

Estimated Net Authorization, Construction . . . . $ 151,079.85

APPROVED

Est. P.E. Costs	12,200.00
Est total Project Costs	163,279.85
Less Federal share 80% of 163,279.85	130,623.88
Est. County share will be	32,655.97

Road Design Engineer

Rev. 5/70

Section Little Luckiamute R[illegible] (Smith Rd) Bridge Programming Estimate $

Highway Smith Road Project Length

County Polk Completion Time

Kind of Work Structure Est. Comp. Date

Prefix 227-1973 Letting Date Dec. 18, '80 Project No. BROS-2700 (3)

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount . . . . $ 133,110.00

Anticipated Additional Items:

Royalty Payment. . . . .
Permit Fees . . . .
Slide Correction . . . .
Railroad Protective Costs . . . .
Other Railroad Costs . . . .
Permanent Signing . . . .
Permanent Pavement Striping . . . .
Temporary Pavement Striping. . . . .
Remove Pavement Striping (Exist. & Temp.) . . . .
Temporary Erosion Control . . . .
State Furnished ____________ . . . . . .
Roadside Seeding & Mulching . . . .
Asphalt Cement Adjustment . . . .
On the Job Trainees . . . .
State Responsibility for Damages . . . .
Signal Controller Testing (Engineering) . . . . . .
Bikeway Signs . . . .
Furnish Mailbox Posts . . . .
Adjust Utilities:

$ 0

Subtotal $ 133,110.00

Contingencies (4-1/2%) 5,989.95

Engineering (~~8~~, 9, ~~10~~%) 11,979.90

Subtotal $

Credit for ______________ . . . .

Estimated Net Authorization, Construction . . . . $ 151,079.85

APPROVED

Est. P.E. Costs	12,200.00
Est total Project Costs	$ 163,279.85
Less Federal Share 80% of $163,279.85	130,623.88
Est. County share will be	$ 32,655.97

Road Design Engineer

Rev. 5/79

OREGON STATE HIGHWAY DIVISION
SUMMARY--BID SCHEDULE--COST ESTIMATE

Sheet 1 of 1
Date 11-10-80

Section Little Luckiamute River (Smith Rd) Bridge
County Polk
Kind Of Work Structure
Length
Name Butler - 86291

No	Item	Code	Unit	Quant.	Unit Cost	Total
1	Mobilization (9%)		Lump Sum	All	Lump Sum	11,000.00
2	Temporary Protection and Direction of Traffic		Lump Sum	All	Lump Sum	500.00
3	Temporary Signs		Sq. Ft.	20	6.00	120.00
4	Temporary Continuous Rail Traffic Barriers, Reflectorized		Lin. Ft.	75	10.00	750.00
	STRUCTURE					
5	Bridge Removal Work		Lump Sum	All	Lump Sum	2,000.00
6	Structure Excavation		Cu. Yd.	100	20.00	2,000.00
7	Furnish 12" or 14" Prestressed Concrete Piling		Lin. Ft.	290	14.00	4,060.00
8	Furnish 16" Prestressed Concrete Piling		Lin. Ft.	372	15.00	5,580.00
9	Drive Concrete Piles		Each	22	450.00	9,900.00
0	Structural Concrete (80 cy @ $300)		Lump Sum	All	Lump Sum	24,000.00
1	4'x 20'/25' Prestressed Slabs		Each	14	1,250.00	17,500.00
2	4'x 55'/60' Prestressed Slabs		Each	7	4,600.00	32,200.00
3	Reinforcement (10,000# @ 50¢)		Lump Sum	All	Lump Sum	5,000.00
4	Metal Rail		Lin. Ft.	250	50.00	12,500.00
5	Guard Rail in Stockpile		Lump Sum	All	Lump Sum	6,000.00
	Total					133,110.00

FORM 734-1736 (1-79)

9238

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO 6-2

November 12, 1980

TO: G. L. Green, Division Administrator
Federal Highway Administration

Original Signed By
D. E. Swan

FROM: D. E. Swan
Operation Programming Engineer

SUBJECT: Project Data Submissions
Item No. 10024
Project No. BROS-2700(3)
Little Luckiamute River (Smith Rd.) Bridge Sec.
Polk County

Attached support data consists of PR-1 forms with project maps.

I request authorization to proceed with actions necessary to advance the physical construction provided for by the project at an estimated total cost of $152,000 with an obligation of $121,600 in Federal funds.

DRH:bke
Attachments

cc: C.O. Fredrickson (Region 2)
H. Reynoldson w/att
General Files

Form 734-3122

Budget Bureau No. 41-R20

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O.

FORM PR-1 (REV. 4-61)

November 12, 1980

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

CARD 2
REPORT NUMBER (19) (20)
PROJECT LOCATION (45 typewriter spaces) 21: Co. Rd. approx. 4 mi. S.W. of Monmouth 65
ADT
PRESENT
FUTURE (66) (70)
YEAR (71) (72)
REGION: 10
STATE NAME: Oregon

CARD 3
CHARACTER OF PROPOSED WORK (35 typewriter spaces) 28: One Structure 62
NATL. FOREST (63) (65)
FH ROUTE NO. (66) (68)
SUPV AGCY (69)
DA CLASSIF. (70)
DA AREA (71)
EMERG. YR. (72) (73)
PL. AUTH YR (74) (75)
PROJECT NUMBER
PREFIX LETTER(S) 14: BROS- 23
NUMBER 7: 2700

CARD 4
CLASS OF FEDERAL FUNDS: Bridge Replacement (Mandatory 15% Off-System)
NAME OF URBAN AREA 17-31: -----
COUNTY NAME: Polk
ROUTE NO.: N
FEDERAL-AID: Non (32)
STATE: Co. Rd. (36) (37)
U.S.: ---

ESTIMATED PROJECT COST BY PHASES

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	CLASS	WORK TYPE	WORK STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS (80%)	STATE FUNDS	OTHER FUNDS (County)
1	(14-15)	(16	41	42	43 46	53		(54) (58)	(59) (66)	(67) (76)		
5					PE							
5					ROW							
5					CONST (CODE) X080		"Little Luckiamute River (Smith Rd.) Bridge Sec."	0.019	152,000	121,600		30,400

CARD 1
CODE 1
PREPARED BY: DRH
PROJECT TOTALS: 0.019 | 152,000 | 121,600 | | 30,400
(16) (23) (24) (31)

11 | 14
PROGRAM APPROVAL DATES: 10-1-80

REMARKS
Additional Data: Item No. 1
No. BROS-2

227-1973

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

FORM PR-1
(REV. 4-61)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

November 12, 1980

LOCATION (45 typewriter spaces)		PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
. approx. 4 mi. S.W. of Monmouth	ADT				10	Oregon	41	117	10024

K (35 typewriter	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	T. Projects Only POST MI.	DESIG.
								BROS-	2700	(3)		

ge Replacement (Mandatory 15% Off-System)

COUNTY NAME	CODE
Polk	053

ROUTE NO.	FEDERAL-AID	STATE	U.S.
N	Non	Co. Rd.	-----

PROGRAM STAGE ☐ 1 OR ☐ 2

YPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS (80%)	STATE FUNDS	OTHER FUNDS (County)	CHARACTER OF PROPOSED WORK (Full description)
		"Little Luckiamute River (Smith Rd.) Bridge Sec."	0.019	152,000	121,600		30,400	ROW-60' min.; Access Control-none; Parking Restrictions-none.
DRH		PROJECT TOTALS	0.019	152,000	121,600		30,400	

AL DATES

10-1-80

REMARKS

Additional Data: Item No. 10024; Project No. BROS-2700(2).

-over-

USCOMM DUSCOMM-DC 48808-P61

Little Luckiamute River (Smith Rd.) Bridge Sec.
Project No. BROS.-2700(3)

Remarks continued:

Project Data: Work under this project is to construct an existing alignment one 100-ft. prestressed concrete slab span structure having 27-ft. 6 in. roadway section, furnish and stockpile necessary guardrail for approach roadways and incidental work common to this type of project. Utility adjustments as required.

Note: County will construct road approaches and install guardrail for approach roadways.

Exception to Minimum Standards: None.

Accommodation of Utilities: A State-County agreement to comply with paragraph 6d(1) of PPM 30-4.1 was executed September 8, 1980.

Maintenance: A State-County agreement to comply with Section 116, Title 23 U.S.C. was executed September 8, 1980.

Note: 1) This project is in Congressional District No. 1.
2) Included in SOCL September '80 page 8, No. 10.

9238

STATE OF OREGON
HIGHWAY DIVISION - ODOT

INTEROFFICE MEMO
LOC 8

TO: FILE

DATE: November 7, 1980

David W. Bryson

FROM: David W. Bryson
Assistant Hydraulics Engineer

SUBJECT: Little Luckiamute River (Smith Rd) Bridge HBR(OS)
Smith Road
Polk County

The proposed project will replace an existing 98-foot long, three-span timber structure consisting of 20-foot, 58-foot and 20-foot long log-stringer spans supported on pile bents. The new structure will be placed on the same alignment as the existing structure.

HYDROLOGY

The Little Luckiamute River is a west-east tributary of the Luckiamute River and drains an area of approximately 71.3 square miles above the proposed bridge site. Several stream gages have been or are in operation in the Luckiamute River basin. A frequency curve for four of these gages was determined using a log-Pearson Type III statistical analysis. The gages analyzed were gage 14-1905 (Luckiamute River near Suver, drainage area = 240 square miles), gage 14-1900 (Luckiamute River at Pedee, drainage area = 115 square miles), gage 14-1895 (Luckiamute River near Hoskins, drainage area = 34.3 square miles) and gage 14-1901 (Little Luckiamute River at Falls City, drainage area - 22.7 square miles). Peak discharge vs. drainage area curves were then developed from the frequency curves for the above gages. From this the recurrence interval vs. peak discharge relationship was determined for the bridge site. This relationship is listed below.

Recurrence Interval	Peak Discharge
100-year	11,000 cfs
50-year	9,900 cfs
25-year	8,800 cfs
10-year	7,500 cfs
5-year	6,400 cfs

According to C. R. Millhouser, a 31-year resident of the area, water overflows the roadway at least once and sometimes several times a year. The only year he could recall in which water did not overflow the roadway was during the drought year (1977). Floodwaters overflow the roadway on both sides of the bridge. The worst flood observed by Mr. Millhouser occurred during December 1964. At one time, there was an overflow bridge approximately 700 feet southerly of the bridge site, but it has been replaced with a 60-inch concrete pipe.

PROJECT MANAGEMENT BRANCH
SHE ☐ STE ☐
PLE ☐ RE ☐ PRE ☑
[illegible]
REFERRED TO HAL
FOR FILE
FILE: PM FA LG.
SP*72683-125

SCHEDULED: 12-18-80

Contains Recycled Materials
81-125-1387

The observed highwater elevation during the 1964 flood was 218.4 feet (MSL) with an estimated peak discharge of 10,500 cfs (72-year recurrence interval). The above information was obtained from the Soil Conservation Service in Portland.

HYDRAULIC DESIGN

The 25-year flood of 8,800 cfs was chosen as the design flood with an estimated highwater elevation of 217.9 feet (MSL). During the 100-year flood of 11,000 cfs, the estimated highwater elevation is 218.6 feet (MSL).

The proposed 100-foot long, three-span structure was analyzed and found to create approximately 0.1 feet of backwater during both the 25-year and 100-year floods. This structure provides a normal waterway area of approximately 1,150 square feet below the bottom of the slabs. With this design approximately 2,680 cfs will be conveyed as pressure flow through the bridge opening with the remaining 6,120 cfs conveyed as roadway overflow during the design flood. During the 100-year flood, 2,900 cfs and 8,100 cfs will be conveyed as pressure flow through the bridge opening and roadway overflow, respectively.

A 68-foot long clear-span structure with vertical abutments was also analyzed and found to create approximately 0.1 feet of backwater during both the 25-year and 100-year floods. This structure provides a normal area of approximately 1,060 square feet below the bottom of the slabs. With this design approximately 2,450 cfs will be conveyed as pressure flow through the bridge opening with 6,350 cfs conveyed as roadway overflow during the design flood. During the 100-year flood, 2,620 cfs and 8,380 cfs will be conveyed as pressure flow through the bridge opening and roadway overflow, respectively.

For both structures approximately 90% of the roadway overflow is conveyed on the northerly side of the bridge. Also, neither of the above structures will have any effect on the frequency of roadway overflow. ✓

It is suggested that the bents be skewed to align with the upstream bank line of the river which is approximately 22 degrees. This will lessen the possibility of drift accumulation since there will be less area obstructing the flow.

RIPRAP

With velocities of 2.5± feet per second, it is felt that no riprap protection is necessary. Any erosion which does occur can be riprapped later by the county. The northerly bank of the river is currently protected with riprap.

DWB:ge
Attach.
cc Frank Terpin w/att
Walt Hart "
John Marks "
Chuck Fredrickson w/att
Duane Christensen "
Don Harwell "
Herb Schell, FHWA "

HYDRAULIC DATA

	DESIGN FLOOD	INTERMEDIATE REGIONAL FLOOD	MAXIMUM FLOOD YEAR (1964)
Discharge - cfs	8,800	11,000	10,500
Discharge - m^3/s			
Frequency — yrs.	25	100	72
H.W. Elevation Natural Channel ft.	217.9	218.6	218.4
H.W. Elevation Natural Channel m.			
H.W. Elevation Channel Change ft.	—	—	—
H.W. Elevation Channel Change m.			
Average Velocity fps	2.3±	2.5±	2.5±
Average Velocity mps			

NOTE FOR A CANAL: "DESIGN FLOOD" = Design Flow
"Discharge" = Capacity

REMARKS:

OREGON STATE HIGHWAY DIVISION
HYDRAULICS UNIT

Little Luckiamute River Bridge
Smith Road
Polk County

COMPILED BY: Dave Bryson

DATE: November 6, 1980

9238

Polk

NOTE: SHADED AREAS TO BE COMPLETED IN SALEM OFFICE

LOCATION PROSPECTUS
OREGON DEPARTMENT OF TRANSPORTATION
LOCATION UNIT

10-27-80

DATE

PREFIX

1 - IDENTIFICATION

PROJECT NAME: Little Luckiamute River (Smith Road) Bridge Section

HIGHWAY NAME: Smith Road (Co. Rd. 8515)

HIGHWAY NUMBER

REGION 2	ADMINISTRATIVE DISTRICT 4	COUNTY Polk	CITY

LENGTH: 100 | MILEPOST NUMBER TO | ☒ RURAL | ☐ URBAN

LOCAL GOVERNMENT PROJECT? ☐ YES ☐ NO | IF YES, UNIT OF GOVERNMENT

TYPE OF FUNDS: ☐ FAI ☐ FAP ☐ FAS ☐ STATE ☐ FAUS ☒ OTHER HBR (OS)

METHOD OF CONSTRUCTION: ☒ CONTRACT ☐ STATE FORCE ☐ OTHER

TYPE OF WORK: ☐ GRADING ☐ PAVING ☒ STRUCTURE ☐ SIGN ☐ SIGNAL ☐ ILLUMINATION ☐ ROADSIDE IMPROVEMENT ☐ OTHER

PROJECT DESCRIPTION

Replacement of the Little Luckiamute River (Smith Road.) Bridge (No. 10269B). The purpose of this request is to provide funds to conduct a hydrologic study, bridge foundation exploration, and additional field work as needed.

1 Versteeg ✓
Anderson
2 Christensen
3 Olson
Sullivan
Terpin
Trout
4 Wakerlig

RECEIVED
OCT 31 1980
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring Up /
Action

2 - TRAFFIC DATA

EXISTING AVERAGE DAILY TRAFFIC (YEAR-VOLUME): 200

PROJECTED AVERAGE DAILY TRAFFIC (YEAR-VOLUME)

LEVEL OF SERVICE		A	B	C	D	E	F
	EXISTING	☐	☐	☐	☐	☐	☐
	PROPOSED	☐	☐	☐	☐	☐	☐

DESIGN SPEED (MPH): 55

DESIGN STANDARDS: AASHTO

TRAFFIC ANALYSIS: ☐ LIGHT ☐ MEDIUM ☐ HEAVY

APPROVED

Frank E. Terpin
Location Engineer
Date 10/27/80

FORM 734-1730 (12-78) Page 1

3 - FEATURES	EXISTING NUMBER AND WIDTH	PROPOSED NUMBER AND WIDTH
TRAVEL LANES	2 - 10'	2 - 10'
SHOULDERS		2 - 4'
MEDIANS	none	none
PARKING LANES	none	none
SIDEWALKS	none	none
BIKEWAYS	none	none
INTERCHANGES		
OTHER:		

	YES	NO	MAYBE
Channelization	☐	☒	☐
Frontage Roads	☐	☒	☐
Traffic Signals	☐	☒	☐
Signing	☐	☒	☐
Illumination	☐	☒	☐
Structures	☒	☐	☐
Stage Construction	☐	☒	☐
Pedestrian Crossing	☐	☒	☐
Rest Area	☐	☒	☐
Truck Scale Site	☐	☒	☐
Landscaping	☐	☒	☐
Drainage	☒	☐	☐
River Luckiamute	☒	☐	☐
Stream ____	☐	☒	☐
Storm Sewer	☐	☒	☐
Sanitary Sewer	☐	☒	☐
Right of Way	☐	☒	☐
Simple Acquisition	☐	☒	☐
Complex Acquisition	☐	☒	☐
Relocations	☐	☒	☐

	YES	NO	MAYBE
Right of Way (cont.) Improvements	☐	☒	☐
Access Control	☐	☒	☐
Railroad Crossing	☐	☒	☐
At Grade	☐	☒	☐
Separated	☐	☒	☐
Railroad Encroachment	☐	☒	☐
Permits	☒	☐	☒
Conditional Use	☐	☒	☐
Flood Plain	☐	☒	☐
Irrigation District	☐	☒	☐
Water District	☐	☒	☐
Drainage District	☐	☒	☐
Div. of State Lands	☒	☐	☐
Dept. of Geology & Min. Ind.	☐	☒	☐
Corps of Engineers	☒	☐	☐
Coast Guard	☐	☒	☐
DEQ NPS Air Pollution	☐	☒	☐
DEQ NPS Water Pollution	☐	☒	☐
Building	☐	☒	☐
Fish & Wildlife Approval	☐	☐	☒

3 - FEATURES (cont.)

	YES	NO	MAYBE
Agreements (City-County Etc.)	☒	☐	☐
Environmental Assessment	☒	☐	☐
Statewide Assessment	☐	☐	☒
Negative Declaration	☐	☒	☐
Environmental Impact Statement	☐	☒	☐
4-F Statement	☐	☒	☐
Citizen Advisory Committee	☐	☒	☐
Public Hearing ____________	☐	☒	☐
Borrow Source	☐	☒	☐
Material Source	☐	☒	☐
Utilities	☐	☒	☐

Type ____________

	YES	NO	MAYBE
Hydraulics Study	☒	☐	☐
Soils Investigation	☒	☐	☐
Airport Clearance	☐	☒	☐
Economic Analysis	☐	☒	☐
Requires Field Survey	☒	☐	☐
Old Survey Available	☒	☐	☐
Requires Vicinity Map	☒	☐	☐
Requires Photogrammetry	☐	☒	☐
Requires Reconnaissance Survey	☐	☒	☐
Reconnaissance Available	☐	☒	☐
Design Review	☐	☒	☐

4 - WORK ITEMS

	TO BE PERFORMED BY		
	APPLICANT	STATE	CONSULTANT
PRELIMINARY ENGINEERING	☐	☒	☐
RIGHT–OF–WAY	☒	☐	☐
CONSTRUCTION ENGINEERING	☐	☒	☐

5 - DURATION TIMES (MONTHS)

	FLOAT	ACTIVE
RECONNAISSANCE SURVEY	( )	N/A
DRAFT ENVIRONMENTAL IMPACT STATEMENT	( )	N/A
CORRIDOR APPROVAL	( )	N/A
FIELD SURVEY	(1)	1
PRELIMINARY DESIGN	( )	N/A
DESIGN APPROVAL/FINAL EIS	( )	N/A
RIGHT-OF-WAY DESCRIPTIONS	( )	N/A
RIGHT-OF-WAY ACQUISITION	( )	N/A
P.S. & E. DOCUMENTS	( )	3

RECOMMENDED CONSTRUCTION DATE	____________ (Region)	____________ (Salem)

6 - SUGGESTED BASE DESIGN

ITEM	NEW WORK	OVER EXISTING
N/A		

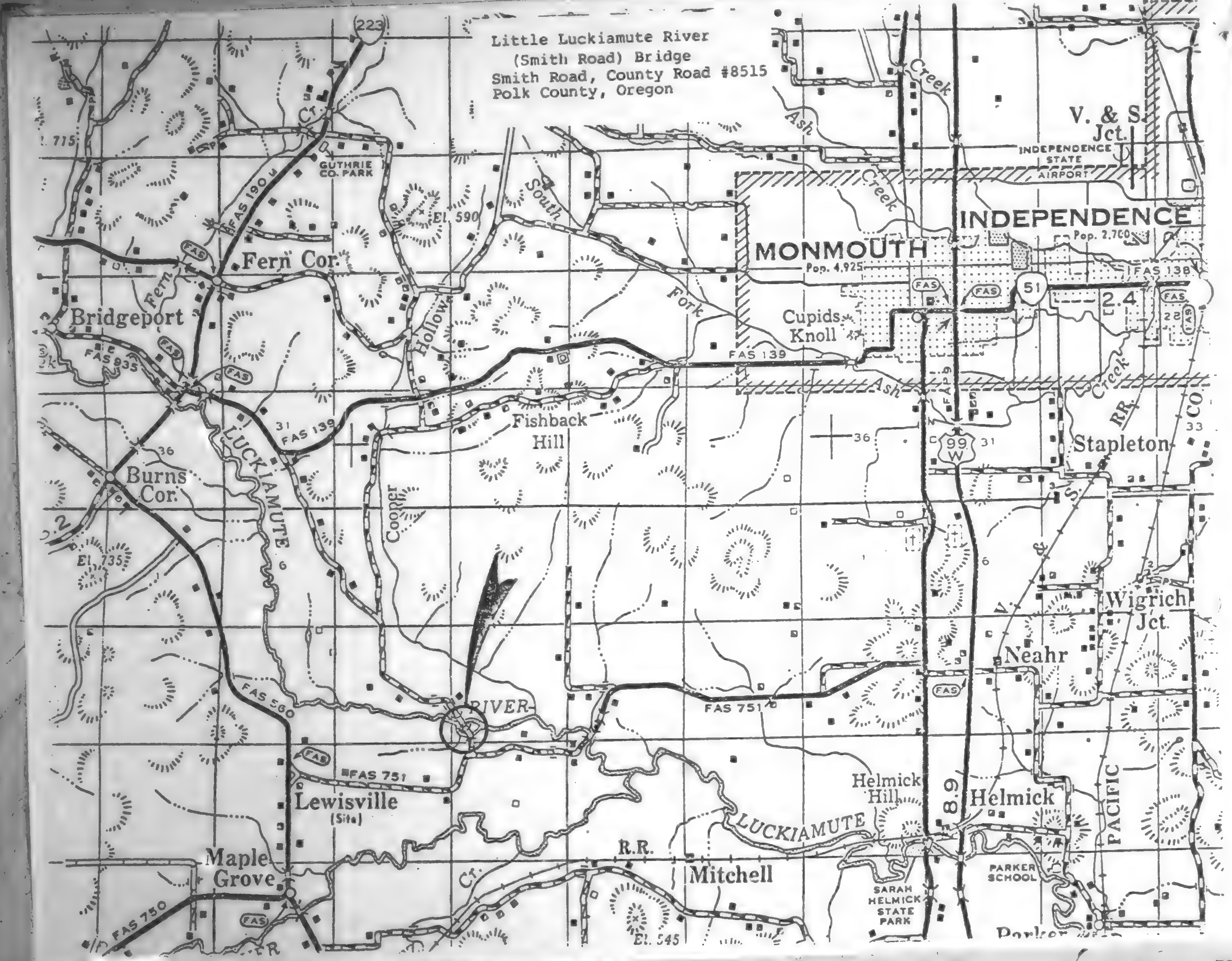
7 - TYPICAL SECTION AND LOCATION

Attach 8½ x 11 inch sheets for general location map and typical section (roadway & structure).

8 - PROJECT COST ESTIMATES

	REGION	SALEM
PRELIMINARY ENGINEERING	8,000	18.200
RIGHT OF WAY		
TRAFFIC CONTROL		1.000
ILLUMINATION		
STRUCTURES	165,000	131.000
RAILROAD		
ROADWAY		
OTHER ______		
ENGINEERING & CONTINGENCIES		26.000
PROJECT TOTAL		176.200

SUBMITTED BY ______



Little Luckiamute River
(Smith Road) Bridge
Smith Road, County Road #8515
Polk County, Oregon

INDEPENDENCE
Pop. 2,700
MONMOUTH
Pop. 4,925
INDEPENDENCE STATE AIRPORT
V. & S. Jct.
Fern Cor.
Bridgeport
Burns Cor.
GUTHRIE CO. PARK
El. 590
El. 735
El. 545
FAS 190
FAS 935
FAS 139
FAS 560
FAS 751
FAS 750
FAS 138
FAP 9
99 W
51
223
Cupids Knoll
Fishback Hill
Cooper
Hollow
South Fork
Ash Creek
Fern
LUCKIAMUTE
RIVER
Lewisville (Site)
Maple Grove
Mitchell
R.R.
Helmick Hill
Helmick
8.9
2.4
SARAH HELMICK STATE PARK
PARKER SCHOOL
PACIFIC
Stapleton
Wigrich Jct.
Neahr
V. & S.
Cr.

OREGON STATE HIGHWAY DIVISION
117 DOT Building
Salem, Oregon 97310

Highway# 2027

9238

10-22-80

Prefix ______

Attention: Right-of-Way Section

Subject: Federal Aid Project No.
Project Name Little Luckiamute Bridge
Smith Road

Regarding the above referred to federal aid project, we hereby certify that to the best of our knowledge and belief:

A. Existing Right-of-Way

☑ 1. All construction can be accomplished completely within the existing right-of-way. This existing right-of-way was acquired prior to January 2, 1971. Acquired 3/28/72 – This road was not on the System at the time this property was purchased.

10-27-80

B. New Right-of-Way

☐ 1. This project required additional right-of-way purchased after January 2, 1971. Right-of-way, easements, or rights-of-entry required for this project have been secured in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, and all incidental charges related to the transfer of property will be paid by the county in accordance with said Act.

☐ a. There has been no displacement of persons from residences, farms or businesses.

OR

☐ b. There has been displacement of persons from either residences, farms or businesses and in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, displaced persons, businesses, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals or families have been relocated to decent, safe and sanitary housing or have been offered decent, safe, sanitary and fair housing immediately available on the open market.

C. Utilities

☐ 1. The occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to federal aid project have been authorized by permit, franchise, or other approved procedure.

Signed at Dallas, Oregon, this 22nd day of Oct., 1980

County of POLK

County Judge/Chairman

Commissioner

Commissioner

Certified By:

Regional Right-of-Way Supervisor
Date 10/27/80

RIGHT OF WAY ADMINISTRATION
RECEIVED
OCT 28 1980
M AM ADM RBR CA RS
FMS AS CE OS TA RUE
0 1 2 3 4 F

Instructions: Complete A or B and C.
R/W File No. ________
Rev. 1/76

Form FHWA 121 (1/80)

9238

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRA N

THE OREGON DIVISION - SALEM
ITED STATES GOVERNMENT

memorandum

Subject: Project Category Request
Little Luckiamute R-ver (Smith Rd.) Bridge
Oregon Project BROS-270U(-)
Smith Road, Polk County

Date: October 10, 1980

From: G. L. Green, Division Administrator

Reply to Attn. of: HFO.2-OR

To: Mr. G. A. Potter, Manager, Environmental Section, OSHD

The subject project category request submitted with your September 19, 1980, letter has been reviewed.

We concur with your finding that the proposed project should be classified as Category 3, Categorical Exclusion.

D.V. [illegible]
G. L. Green for

cc:
OSHD (E S Hunter, Tech Svcs)
OSHD (Reg II, Env)

ENVIRONMENTAL SECTION
October 16, 1980

cc: D. H. Moehring
J. B. Boyd (3)
L. E. George
W. J. Hart
C. T. Keasey
J. H. Versteeg (4)
F. E. Terping
Surfacing Design
C. O. Fredrickson
Richard Kuehn
William Fretwell
Eddie Welsh
B. L. Gifford (2)
R. H. Prange
Don Keyes (8)

OREGON STATE HIGHWAY DIVISION
PROJECT CATEGORY REQUEST

BROS-2700(-)

A. Project Identification:

Date September 18, 1980

Section Little Luckiamute River (Smith Rd.) Bridge

City ______ Hwy. No. County Road No. 8515

Highway Smith Road (Off System)

Begin M.P. ______ Length ______

County Polk

Program Estimate $165,000

Region Region II

Funding Source SBRP

(Attach Sketch Map)

B. Purpose, Need, and Description of Project (Describe Alternatives):

The proposed project is to replace a county bridge that was recently found to be unsafe. The highway is presently closed at the bridge site and traffic detoured to other state and county highways. A maximum of approximately 10 miles of out of direction travel may be required for some vehicles.

C. Recommended Project Category and Documentation:

Project Category	Documentation
____ 1	Draft and Final EIS
____ 2	Environmental Assessment and Finding of No Significant Impact
x 3	Categorical Exclusion

Other Documentation:

☐ Wetlands Finding
☐ Cultural Resource Survey
☐ Section 106 Procedures
☒ Noise Study Report
☐ Indirect Source Construction Permit
☐ Section 4(f) Determination

Basis for Recommended Category:

In accordance with FHPM 7-7-2, paragraph 10(e), projects of this type are ordinarily considered to be non-major action. Constructing a new bridge at the existing structure site would have no significant adverse impacts to the social, economic, or natural environment

D. Descriptions:

	Existing Facility	Proposed Facility
Number of Traffic Lanes	2	2
Median (Yes/No)	No	No
Shoulders (Yes/No, Paved, Gravel)	No	Yes Gravel
Average Daily Traffic (Volume/Year)	200 1979	300 (2000)
Alignment (New, Combined, Existing)		Existing
Speeds (Posted/Estimated)	55	55

(11-16-79)

E. Preliminary Assessment of Enviromental Impacts:

1. Estimated Right-of-Way Impacts:

Acres	0
Estimated Number of Parcels	0
Residential Relocation (No.)	0
Business Relocation (No.)	0

The proposed bridge would be constructed within the existing right of way.

2. Estimated Impact on Land Use:

None

3. Estimated Impact on Traffic Volumes, Flow, Patterns, and Safety:

None

4. Estimated Impact on Rivers, Stream, Wetlands, Rare or Endangered Species or Other Natural Ecological Resources:

Piling would be driven in the channel of the Little Luckiamutte River in an area above the low water level.

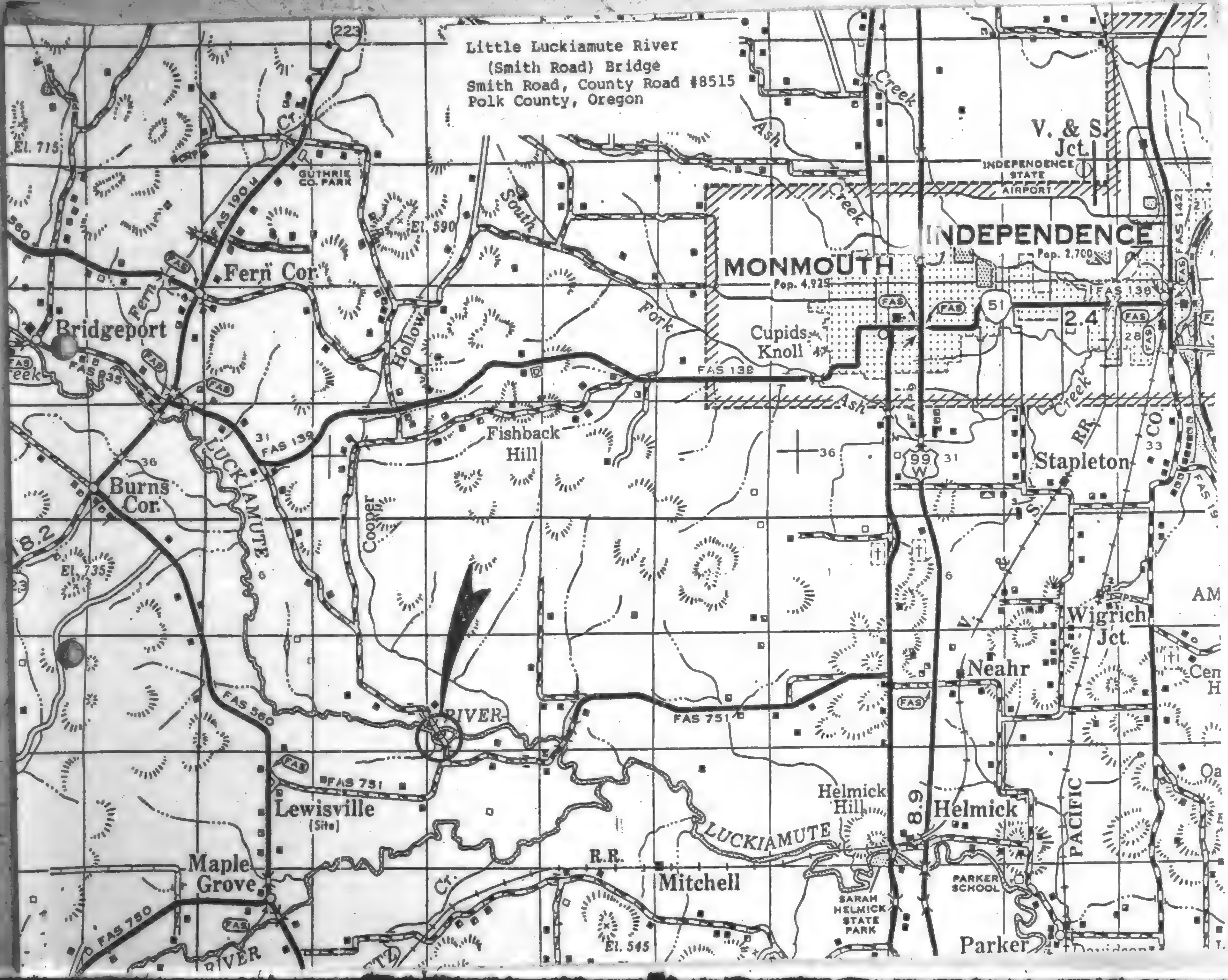
5. Estimated Impact on Parks, Historic Properties, or Other Cultural or Scenic Resources:

None identified

6. Preliminary Identification of Areas of Critical Concern and Controversial Issues:

Replacing the bridge so that the road can be opened to through traffic is a critical concern for local properties owners.

Name of Preparer and Phone Number: Eddie Welsh 378-2626



Little Luckiamute River
(Smith Road) Bridge
Smith Road, County Road #8515
Polk County, Oregon

Bridgeport
Fern Cor.
Burns Cor.
Maple Grove
Lewisville (Site)
LUCKIAMUTE
RIVER
Cooper Hollow
Fishback Hill
MONMOUTH
Pop. 4,925
INDEPENDENCE
Pop. 2,700
Cupids Knoll
Ash Creek
South Fork
V. & S. Jct.
INDEPENDENCE STATE AIRPORT
GUTHRIE CO. PARK
Stapleton
Wigrich Jct.
Neahr
Helmick
Helmick Hill
SARAH HELMICK STATE PARK
PARKER SCHOOL
Parker
Mitchell
R.R.
PACIFIC
FAS 560
FAS 751
FAS 750
FAS 190
FAS 139
FAS 138
FAS 835
FAS 142
99W
51
223
El. 715
El. 590
El. 735
El. 545
8.9
2.4
8.2

9238 Reynoldson

TO: G.L. Green Division Administrator Federal Highway Administration Salem, Oregon 97301	OREGON DEPT. OF TRANSPORTATION-HIGHWAY DIVISION ADDENDUM TO LOCATION PROSPECTUS AND 10-1-80 REQUEST FOR FEDERAL AID PRELIMINARY ENGINEERING AUTHORIZATION

PROJECT LOCATION	APPN CODE	ITEM NO.	PROJECT NO.	ROUTE NO. FED N	ROUTE NO. STATE
Co.Rd., approx. 4 mi. S.W. of Monmouth "Little Luckiamute Riv.(Smith Rd.)Br. Sec	117	10024	BROS-2700(2)	Non	Co. Rd

Access Control None Parking Restrictions None System Revision None

Airports (within 2 Mi.) None ROW 60' normal

Water Development None Recreation & Historical Areas None

Polk 053

A-95 Review:

State Cl. Ho. .... Exempt X Date Approved ______

Dist. 3 Cl. Ho. ..... Exempt X Date Approved ______ No Reply ___

Project Environmental Assessment: FHWA Concurrence Dated 10- -80

Major/Significant ___(EIS) Major/Non-significant ___(Neg.) Non-major ___(None)

1-EIS ___ 2-Draft Assessment & FONSI ___ 3-Categorical Exclusion XX

Notes: (1) Project in Congressional District 1.

(2) ______

I request authorization to proceed with the PRELIMINARY ENGINEERING work checked below:

XX All Phases
___ All Phases thru Final Envir. Document
XX Incl. Archeological Salvage
XX " Util. Preparatory Work
___ " R.R. Preparatory Work

Est. Proj. Cost:

TEC NTE	$ 12,200
FF	$ 9,760
STATE	$ ----
Co.	$ 2,440

For PR-37:

Field Phase	$ 9,000
PS&E Phase	$ 3,200

PRO RATA 80%

REMARKS:

1) Attached is a copy of "Authority for Survey" and sketch maps.

CL:sr

DATE	SIGNATURE OF REQUESTING OFFICIAL	TITLE
10-1-80	D. E. Swan	Operation Programming Engineer

9238

2

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

10-1-80

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. BROS-2700(2)

STATE PROJECT NO. See below

COUNTY NAME Polk

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO. 10024

TO:

Mr. H. S. Coulter
State Highway Engineer, ODOT
Salem, Oregon

10-9
Orig

RECEIVED
STATE HWY ENGR
OCT 9 - '80
REFER TO
Moehring
FOR

Info	Inves	R/D	D/R	Sign	Act	File

DATE PS&E APPROVED

DATE AUTHORIZATION EFFECTIVE 10-1-80

FEDERAL ROUTE NUMBER Non Federal-aid

STATE ROUTE NUMBER County Road

GENERAL LOCATION: Little Luckimute River (Smith Rd.) Bridge Section

GENERAL DESCRIPTION OF WORK: Preliminary Engineering

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☒ PREPARATION Including archeologoical salvage and utility. Preparatory Work
☐ OTHER *(Specify)* TEC $12,200.- F.F. $9,760.

☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested by Mr. Swan's PEA dated October 1, 1980.

DATE 10-1-80

SIGNATURE OF APPROVING OFFICIAL

TITLE for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1978-631-555

9238

September 10, 1980

Polk County Board of Commissioners
Courthouse
Dallas, OR 97338

AGR 4-2

Attention: Allene Kastleson
County Clerk

MISC. CONTRACTS and
AGREEMENTS No. 7365

Gentlemen:

Attached for your files is a fully executed copy of an agreement concerning construction of the Little Luckiamute River (Smith Road) Bridge in Polk County.

We are retaining a fully executed copy of this agreement for the Transportation Commission's files.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

kkr
Attachment

bc: Don Harwell (agreement attached)

9238 LLR0001 to ACCT. 10-10 3

Form 21-734-3030

OREGON STATE HIGHWAY DIVISION

AUTHORITY FOR SURVEY

Section Little Luckiamute River (Smith Rd.) Bridge Sec.
Date 9/10 1980

Highway Smith Road (Co.Rd. 8515)
Authorization No.

County Polk #27
Survey Prefix 227-197 (Assigned by Salem office)

Description of termini, route, length, etc.:

Little Luckiamute River (Smith Road) Bridge
Bridge No. 10269B

See also Authority No. 227-1471 for Bridge Des. Funding.

Purpose of survey:

Provide funds to conduct a hydrologic study, bridge foundation exploration and additional field work as needed. ~~(Authority No. 1 for structural design only.)~~

Estimate of Costs:

Resident Engineer	(901)	$2,000
Final Design	(905)	2,000
Bridge Design	(906)	0
Soils & Geology	(910)	1,000
Recon. & Hydrology	(918)	800
Project Management	(920)	50
Specifications	(921)	1,200
Adm. Serv. (Eng.)	(922)	50
Environmental	(923)	100

BROS-2700(2)
10-1-80

Approved by Trans. Comm. 7/24/80

RECE OCT LOCATION SECT

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

Total estimated cost of survey	$12,200
Previous authorization	
Additional authorization requested	
Additional authorization approved (Salem)	
Total all authorizations approved (Salem)	

Requests made by:
Field Engineer

Recommended for Approval:
Location Engineer

Recommended for Approval:
for Regional Engineer

Approved:
Assistant State Highway Engineer

SP*19780-734

R

9238 8-25-80

Memo - to - The - file -

8-25-80

Little Luckiamute River (Smith Rd) Br
Polk Co.

I called Phil Stearns This date and told him being This project was now going to be built with HBR funds a "eye ball" determination of hydraulics & foundation will not be acceptable, bu That we will have to obtain The field data and produce a hydraulics and a foundation report. Suggested That The Co. could do most of work with us reviewing (approx $\$1000$) or we could do the work with Co paying all costs except the "free bridge design". ($\$1^{00}$ Also Co can elect to do P.E. as non-participating or under a HBR FHWA program and pay match.

R. Lewellyn

cc: Terpin
Reynoldson ✓
Prange
Hart

9238

8-20-80

REGION 2 ENGINEER
RECEIVED
AUG 22 1980
5

BEFORE THE BOARD OF COMMISSIONERS

FOR POLK COUNTY, OREGON

An Order Closing the Bridge)
on the Little Luckiamute)
River on Smith Road No. 8515,)
Temporarily.)

ORDER NO. 714

WHEREAS, the Roadmaster has determined that the Little Luckiamute Bridge on Smith Road No. 8515 is unsafe and an immediate hazard, and

WHEREAS, the bridge has recently sustained damage by heavy loads; and

WHEREAS, funds have been made available for the structures replacement through the Highway Bridge Replacement Program; and

WHEREAS, ORS 368.265 provides that the Board may temporarily close county bridges to all traffic; now, therefore, THE POLK COUNTY BOARD OF COMMISSIONERS HEREBY ORDERS AS FOLLOWS:

1. To close the Little Luckiamute River Bridge on Smith Road No. 8515 to all motor vehicle traffic.

2. Remove the old structure in preparation for the replacement.

Dallas, Oregon

August 20, 1980

POLK COUNTY BOARD OF COMMISSIONERS

Lyn Hardy

Lyn Hardy, Chairman

Benj. F. Magill

Benj. F. Magill,
Commissioner

Henry A. Hank Dougherty

Henry A. (Hank) Dougherty,
Commissioner

P

9238

8515

STATE OF OREGON

INTEROFFICE MEMO

TO: Memo to the File

DATE: August 20, 1980

DES 23
Br 10269B

FROM: O. M. Parent
Sr. Structural Designer

SUBJECT: L. Luckiamute R.(Smith Rd.) Bridge
Bridge 10269B
Polk County
Inspection of Existing Bridge

On Tuesday, August 19, 1980 I accompanied John Gorman, Ralph Blanchard, and Clarence Swenson of Polk County on an inspection trip to the subject bridge site.

The bridge is a three span continuous (20'-59'-20') log stringer structure on pile bents. The logs are full of rot with up to 80 percent section loss in some places. Two of the six logs are completely broken at midspan.

The bridge has been posted for 3T maximum gross load but the weight limit is being ignored by local farmers who continue to move heavy farm equipment across it.

In my opinion the bridge is not safe for the traveling public and should be closed.

The county people agreed with this assessment and expressed their intention to initiate procedures to close the bridge immediately.

OMP:dh

cc John Gorman
Polk County Roadmaster
751 Clay St.
Dallas OR 97338

Copy for Ralph

Contains
Recycled
Materials

9238

STATE OF OREGON

INTEROFFICE MEMO

DES 23
Bridge
10269B

TO: Mr. C. O. Fredrickson
Region 2 Engineer

DATE: August 14, 1980

FROM: J. E. Backstrand
Supervising Structural
Design Engineer

SUBJECT:
Little Luckiamute R. (Smith Rd.)
Little Luckiamute R. (Smith Rd.) Sec.
Smith Road
Polk County
Bridge 10269B

Enclosed are two reduced prints of drawings 35394 and 35395 which are the advance detail drawings for the subject structure.

Our present estimate of costs for the proposed contract is as follows:

Approach Guard Rail (materials only)	$ 6,000
*Structure	139,000
Grading and Paving	(not included)
Engineering and Contingencies	28,000
TOTAL	$173,000

By County

*Including removal of existing bridge and excluding asphalt concrete wearing surface and asphalt membrane.

No permit applications have been made by the Oregon Department of Transportation.

Please make a field review and return one set by September 15, 1980 with your comments and/or corrections noted thereon.

KA:dh
Enclosures

cc Polk County Engineer (C. Swenson) /w/ 2 sets encls.
H. A. Schell /w/ 2 sets encls.
Specs Unit /w/ 1 set encls. plus estimate sheet (unchecked) and designer's notes.
Construction/w/ 1 set encls.
Utility Unit /w/ 1 set encls.
County-City Unit
Engineering /w/ 1 set encls.

Contains
Recycled
Materials
81-125-1367

9238 8-13-80

REGION 2 ENGINEER
RECEIVED
AUG 1 5 1980
☐ RLE ☐ RBE ☐ RE ☐ RCE ☐ RME ☐ RTE ☐ RDE ☐ ULE ☐ GEO ☐ RSO ☐ ENV ☒ RFE

BEFORE THE BOARD OF COMMISSIONERS
FOR POLK COUNTY, OREGON

An Order Closing the Bridge on the Little Luckiamute River on Smith Road No. 8515, Temporarily, Except, for Loads Not Exceeding 6000 Pounds (3 Tons), Not to Exceed 5 Miles Per Hour.)

ORDER NO. 713

WHEREAS, the Roadmaster has determined that the Little Luckiamute Bridge on Smith Road No. 8515 is unsafe and an immediate hazard to traffic other than automobiles; and

WHEREAS, the bridge has recently sustained damage by heavy loads; and

WHEREAS, ORS 368.265 provides that the Board may temporarily place restrictions on County Bridges,

NOW, THEREFORE, THE POLK COUNTY BOARD OF COMMISSIONERS HEREBY ORDERS AS FOLLOWS:

1. To close the Little Luckiamute River Bridge on Smith Road No. 8515, except, motor vehicle traffic is allowed in accordance with the following limitations:

a) No speeds exceeding five (5) miles per hour.

b) No loads exceeding 6000 pounds (3 Tons).

Dallas, Oregon
August 13, 1980

POLK COUNTY BOARD OF COMMISSIONERS

Lyn Hardy
Lyn Hardy, Chairman

Benj. F. Magill
Benj. F. Magill, Commissioner

Henry A. (Hank) Dougherty,
Commissioner

c.c. Walt Hart
Duane Christensen
Jack Sullivan

9238

7-24-80

Little Luckiamute R. (Paul Smith Rd) Br.

Polk County

227-1471

The data submitted for this project is inadequate to make a proper bridge design (primarily hydraulics data). Called Phil Stearns to see how County wanted to obtain the the required data - ie: with county crews or by O.R.S and state crews.

As per Phil Stearns — County will wait a while on this.

The County was told that we could not proceed with bridge design without this data.

P. Lowell

cc: Bridge
Hydraulics
Gifford
Terpin
Renaldson ✓

9238

7-16-80

FEDERAL AID PROJECT REQUEST

Date________________

Applicant Agency Polk County

Request for: Off-System_____, FAS-C_____, FAUS_____ Project SBRP Project

Federal Aid Route No.__________ Route Name Smith Road

Project Name Little Luckiamute River (Smith Road) Bridge

Project Length 100 Feet Project Location (Attach sketch map)

Project Description 100 foot precast prestressed concrete slab bridge - span arrangement 20-60-20; Roadway width 28 feet

Average Daily Traffic 200 Design Speed 55

Complete Applicable Sections:

I. ROADWAY DATA

1. Existing Roadway: (Attach sketch)

Width 20 feet Travel Lanes 2 Shoulders__________
Medians__________ Parking__________
Sidewalks none
Remarks__________

2. Desired Roadway Cross Section: (Attach sketch)

Width 20 feet Travel Lanes 2 Shoulders 4 feet
Medians no Parking no
Curbed no Length Curb Radii__________
Sidewalk/Bikeway no
Remarks County will perform grading as required to accomodate new structure. (see attached letter).

II. RIGHT-OF-WAY DATA

1. Existing Right-of-Way:

General Width 60 foot Minimum__________ Maximum__________

2. Has right-of-way been acquired for this project subsequent to January 2, 1971?
Yes X No__________

3. Will additional right-of-way be needed? Yes__________ No X
If answer is "yes," will cost of right-of-way be subject to Federal reimbursement? Yes__________ No__________
Remarks__________

C.C.
Ph[illegible]
[illegible]
[illegible]
[illegible]

III. TRAFFIC CONTROL DATA

1. Existing Signalization and Location:

____

2. Proposed Signalization:

Location
Type
Phases
Type of Suspension
Interconnected
Remarks

3. Permanent Signing:

Include in project or by applicant?

4. Permanent Striping:

Include in project or by applicant?

IV. ILLUMINATION DATA

1. Existing Illumination and Location:

2. Proposed Illumination:

Location
Type
Remarks

V. STRUCTURE DATA

1. Existing Structure:

Location
Type Timber Log Stringers Bridge 10269
Approach Roadway Width 20 feet Shoulder Width -
Length 100 feet Width 20 feet
To remain in place? no

2. Proposed Structure:

Location Same location as existing
Approximate Size: Length 100 feet Width 28 feet

Are sidewalk/bikeways desired? No

Are any utilities to be attached to structure? Water line

Are provisions for illumination desired? No

Are there any unusual or complicating conditions? None

Remarks

VI. RAILROAD DATA

1. Are there any railroad crossings? Yes________ No________

   Name of Railroad
   Existing Crossing Protection

2. Will existing railroad crossing be altered?

   Remarks

VII. ACTION PLAN REQUIREMENTS

During project development for Category 1, 2, and 3 projects, the city or county shall perform and document responsibilities as found indexed in the Oregon Action Plan, particularly Citizen Involvement and Participation; Environmental Aspects; and Public Hearing Requirements.

The OSHD Region Engineer will provide assistance, liaison and monitoring for these activities.

Responsible local office and party to be contacted for the following activities:

1.	Citizen Involvement	C. Ralph Blanchard, Polk County Surveyor Office
2.	Environmental	Same Office
3.	Public Hearing	Same Office

Remarks

VIII. GENERAL INFORMATION

1. Project preliminary engineering to be performed by:

   Applicant________ State X Consultant________

2. Project construction engineering to be performed by:

Applicant________ State X Consultant________

3. Will applicant perform any work prior to or after award of contract?

Yes________ No________

If "yes," describe briefly: Required grading and installation of approach rail, and remove existing bridge.

4. Applicant's estimate of cost for requested project:

Roadway Work	$
Right-of-way costs (if participating)	
Traffic control	
Illumination	
Structures	$165,000.
Railroad	
Other	
Preliminary engineering	
PROJECT TOTAL	$ 165,000.

Remarks________

THIS APPLICATION IS AN OFFICIAL REQUEST FROM:

CITY OF ________ and/or Polk COUNTY

By________

By________

By Lyn Hardy 7-16-8

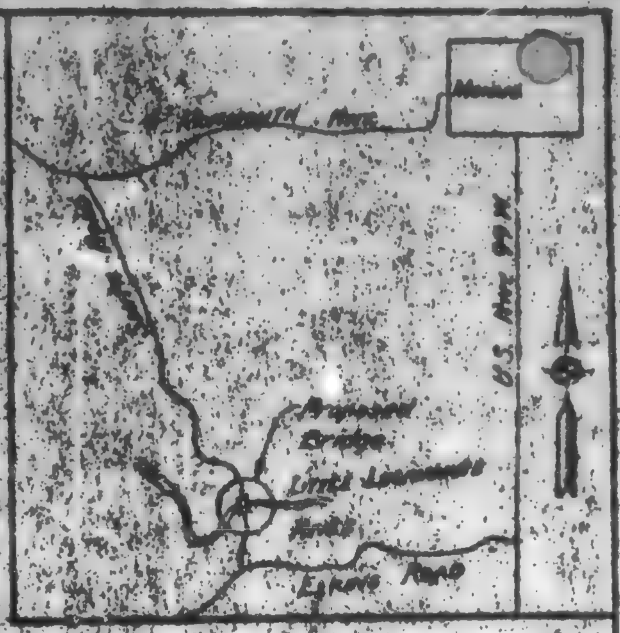
Lyn Hardy, Chairman

By 7-16-8

Henry A. (Hank) Dougherty, Commissione

By Benj. F. Magill 7-16-80

Benj. F. Magill, Commissioner


Proposed Bridge
U.S. Hwy 99 W

VICINITY MAP

/ 9238

Polk County Surveyor

County Courthouse
Room 208
DALLAS, OREGON 97338

C. RALPH BLANCHARD
County Surveyor

Phone: [illegible]
Ext. [illegible]

July 15, 1980

Mr. Perry A. Crosley, Right of Way Agent
Oregon State Highway Division, Region 2
212 East Salem Highway Bldg.
2960 State St. S.E. P.O. Box 14030
Salem, Or. 97310

RE: Smith Road Bridge R/W

Dear Mr. Crosley:

Herewith is the Final Report, File 51173, bearing Polk County's acceptance signature.

We assume that right-of-way obligations for all property to be acquired for this project will include paving approaches to the right-of-way line. If this is the case, we would request that the project authorization for this project include money for the purchase of asphalt concrete mix. If this can be done the County will purchase and place the pavement on the approaches. This request is made because Polk County is faced with a very spartan Road Budget for the current fiscal year.

Your cooperation in this matter is greatly appreciated.

Very truly yours,

R. L. Blanchard

C. Ralph Blanchard
Polk County Surveyor and
Assistant Roadmaster

CRB:g
Enclosures

c.c. Walt Hart
FRANK Terpin
D.O. Christensen
Gary Potter
Jack Sullivan
Cliff Laux

#7238

Project + [illegible] Cal
(10)

L.

VICTOR ATIYEH
GOVERNOR

Department of Transportation
STATE HIGHWAY DIVISION

In Reply Refer to
File No.: PLA 14

DATE: July 14, 1980

TO: Oregon Transportation Commission

FROM:
H. S. Coulter
State Highway Engineer

SUBJECT: Off-System HBR Program

At its annual meeting on June 12, 1980, the joint State-County-City HBR Advisory Committee reviewed requests for the addition of three bridges to the 1980 Off-System HBR Program. The committee concurred in the requests and recommends that the following projects be added to the program by the Transportation Commission.

Bridge	Local Jurisdiction	Estimate
1. Little Luckiamute R. (Smith Road)	Polk County	$200,000
2. Pine Creek (Main St.)	City of Weston	$ 50,000
3. Powder R. (Broadway St.)	City of Baker	$200,000

Funds are available in the current HBR program to cover these projects.

The North Fork Yachats River Bridge in Lincoln County on the 1979 Off-System HBR Program has been deferred to the 1981 program. The estimated cost of $200,000 remains the same.

Your approval is requested of the addition of these three projects to the HBR program and the deferral of the North Fork Yachats River Bridge project.

This matter will be on the consent calendar for your consideration at the July 24 meeting.

JEC:dh jh

bc:	F. B. Klaboe	E. S. Hunter	George Bell
	R. W. Gormsen	W. J. Hart	Ken Wheatley, Multnomah County
	D. H. Moehring	John Wood	Don Gilman, Eugene
			H. A. Schell, FHWA

Form 734-3122

STATE OF OREGON INTEROFFICE MEMO

OK
HSC

TO: Mr. H. S. Coulter
State Highway Engineer

DATE: July 10, 1980

PLA 14-2

FROM: Walter J. Hart
Bridge Engineer Walter J Hart

SUBJECT: Highway Bridge Replacement Projects
Off-system Bridges
Fiscal 1980 Finance Approval

At its annual meeting on June 12, 1980, the joint State-County-City SBR Advisory Committee reviewed requests for the addition of three bridges to the 1980 Off-system SBR Program. The committee concurred in the requests and recommends that the following projects be added to the program by the Transportation Commission.

	Bridge	Local Jurisdiction	Estimate
1.	Little Luckiamute R.(Smith Rd.)	Polk County	$200,000
2.	Pine Creek (Main St.)	City of Weston	50,000
3.	Powder R.(Broadway St)	City of Baker	200,000

Funds are available in the current SBR program to cover these projects.

The North Fork Yachats River Bridge in Lincoln County on the 1979 Off-system SBR Program has been deferred to the 1981 program. The estimated cost of $200,000 remains the same.

Please request the Transportation Commission's approval [illegible] of the addition of these three projects to the SBR program and the deferral of the North Fork Yachats River Bridge project. This matter will be on the CC for consideration at the [illegible] meeting

JEC:dh FBK
KVG

cc E. S. Hunter
D. H. Moehring
John Wood [illegible]
Ken Wheatley, Multnomah County
Don Gilman, Eugene
H. A. Schell, FHWA

RECEIVED
STATE HWY ENGR
JUL 11 '80
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

Contains Recycled Materials

81-125-1387

SP*75683-125

9238

Polk County Surveyor

County Courthouse
Room 205
DALLAS, OREGON 97338

C. RALPH BLANCHARD
County Surveyor

Phone: 623-8171
Ext. 309

June 30, 1980

REGION 2 ENGINEER
RECEIVED
JUL 7 1980
☐ RLE ☐ RBE
☐ RE ☐ RCE ☐ RME ☐ RTE ☐ ROE
☐ ULE ☐ GEO ☐ RSO ☐ ENV ☐ RFE 5

Mr. Phil Stearns
Region 2 Federal Aid Engineer
2960 E. State Street
Salem, Or. 97310

Subject: Little Luckiamute River (Smith Road) Bridge

Dear Phil:

Enclosed is a set of preliminary plans for the subject bridge bearing the approval signatures of the Board of Commissioners. This approval is given subject to the following suggested changes:

1. The width of the bridge be reduced to 28 feet (7-4'-0" slabs).
2. The bridge location be moved two feet Northerly.

The above changes have been discussed with the Structural Design Section.

The County will place the required fills at the bridge ends and will install and maintain the required temporary detour signs. The contract should include construction of temporary barricades at the bridge site to protect the work area.

We would request that the furnishing of materials for the approach guard be included in the contract with the materials stockpiled at the County shops in Dallas. If this is done the County will install the approach rail after the bridge is complete.

Should you have any questions, please feel free to call.

Your cooperation and the cooperation of the Structural Design Section in this matter is greatly appreciated.

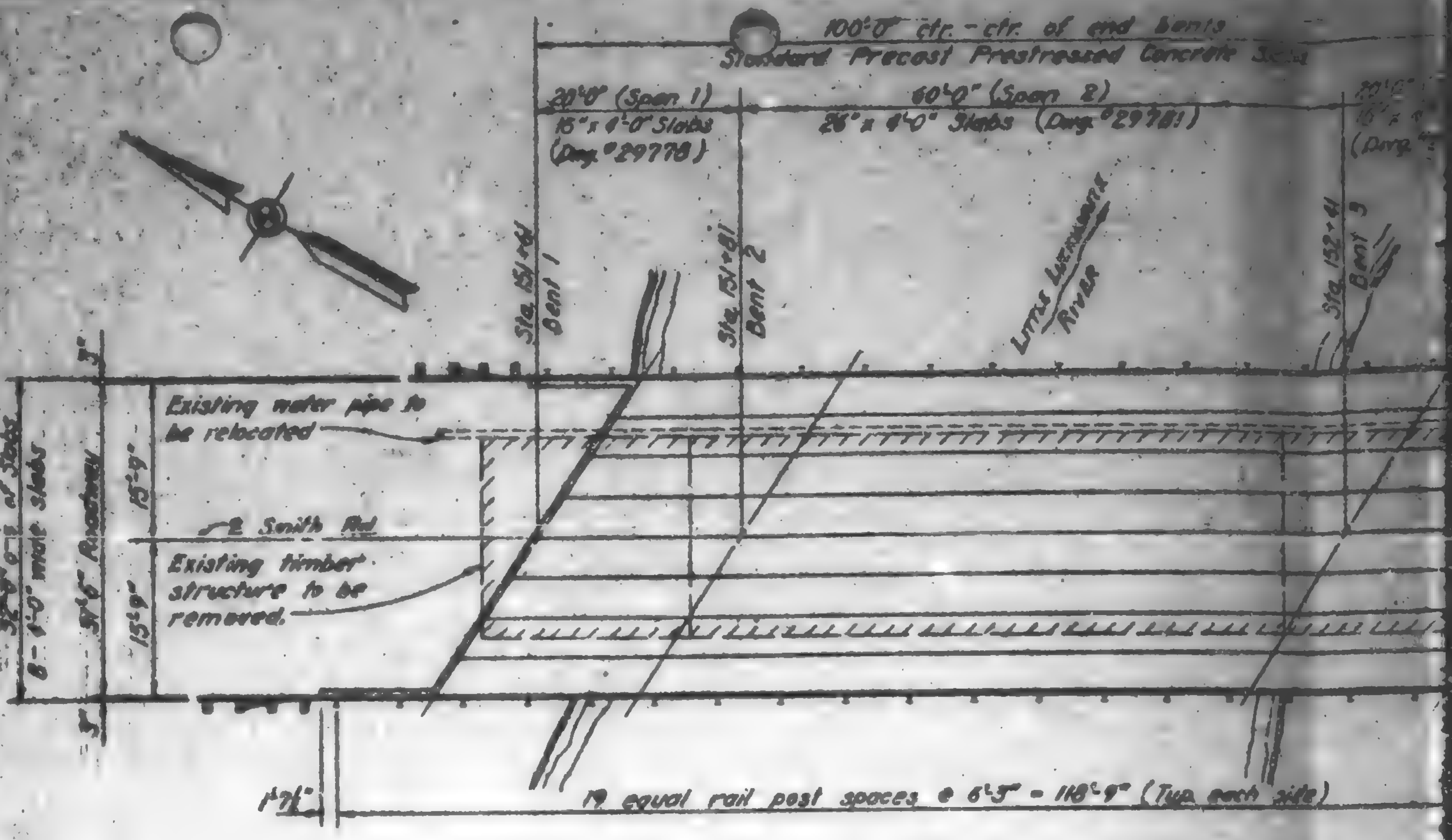
Very truly yours,

C Ralph Blanchard

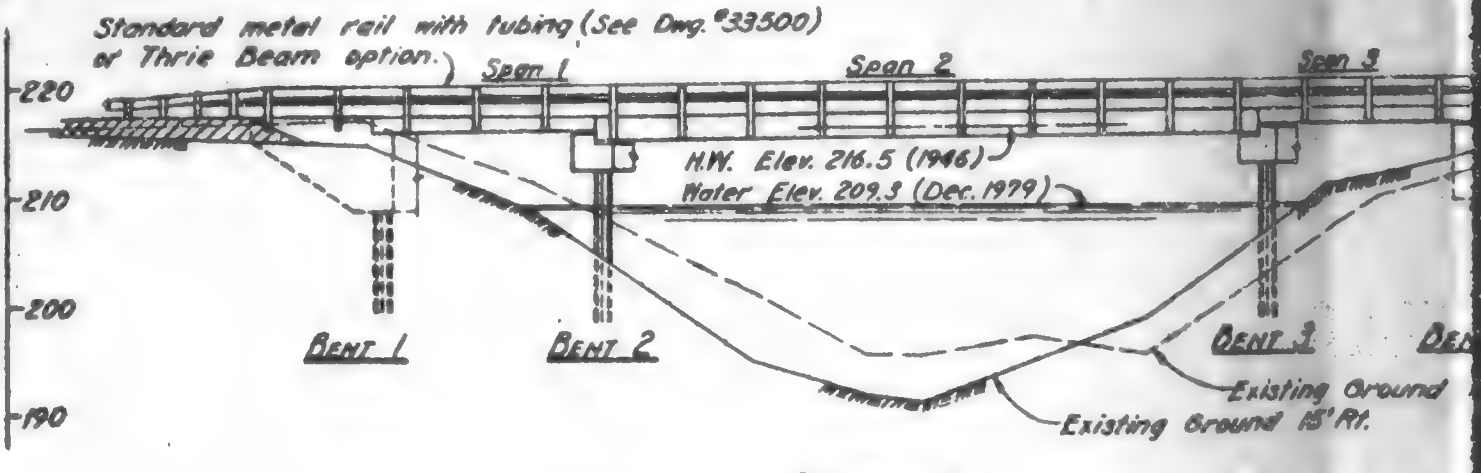
C. Ralph Blanchard
Polk County Surveyor and
Assistant Roadmaster

CRB:g
Enclosure

PROJECT MANAGEMENT BRANCH
ASHE ☐ STE ☐
PLE ☐ RE ☐ [✓ PRE ☐]
AUG 26 1980
REFERRED TO ____________
FOR ____________
FILE: PM FA LG.


100'-0" ctr.-ctr. of end Bents
Standard Precast Prestressed Concrete Slabs
20'-0" (Span 1)
15" x 4'-0" Slabs
(Dwg. #29778)
60'-0" (Span 2)
26" x 4'-0" Slabs (Dwg. #29781)
Sta. 151+61
Bent 1
Sta. 151+81
Bent 2
Little Withlacoochee River
Sta. 152+41
Bent 3
3'
32'-0" o.o. of Slabs
8 - 4'-0" wide slabs
30'-6" Roadway
15'-9"
15'-9"
Existing water pipe to be relocated
℄ Smith Rd.
Existing timber structure to be removed.
1'-7½"
19 equal rail post spaces @ 6'-3" = 118'-9" (Typ. each side)

PLAN
Scale: 1" = 10'


Standard metal rail with tubing (See Dwg. #33500) or Thrie Beam option.
Span 1
Span 2
Span 3
220
210
200
190
H.W. Elev. 216.5 (1946)
Water Elev. 209.3 (Dec. 1979)
Bent 1
Bent 2
Bent 3
Existing Ground
Existing Ground 15' Rt.

ELEVATION
Scale: 1" = 10'

Approved July 2, 1980
Date

Polk County

Lyn Hardy

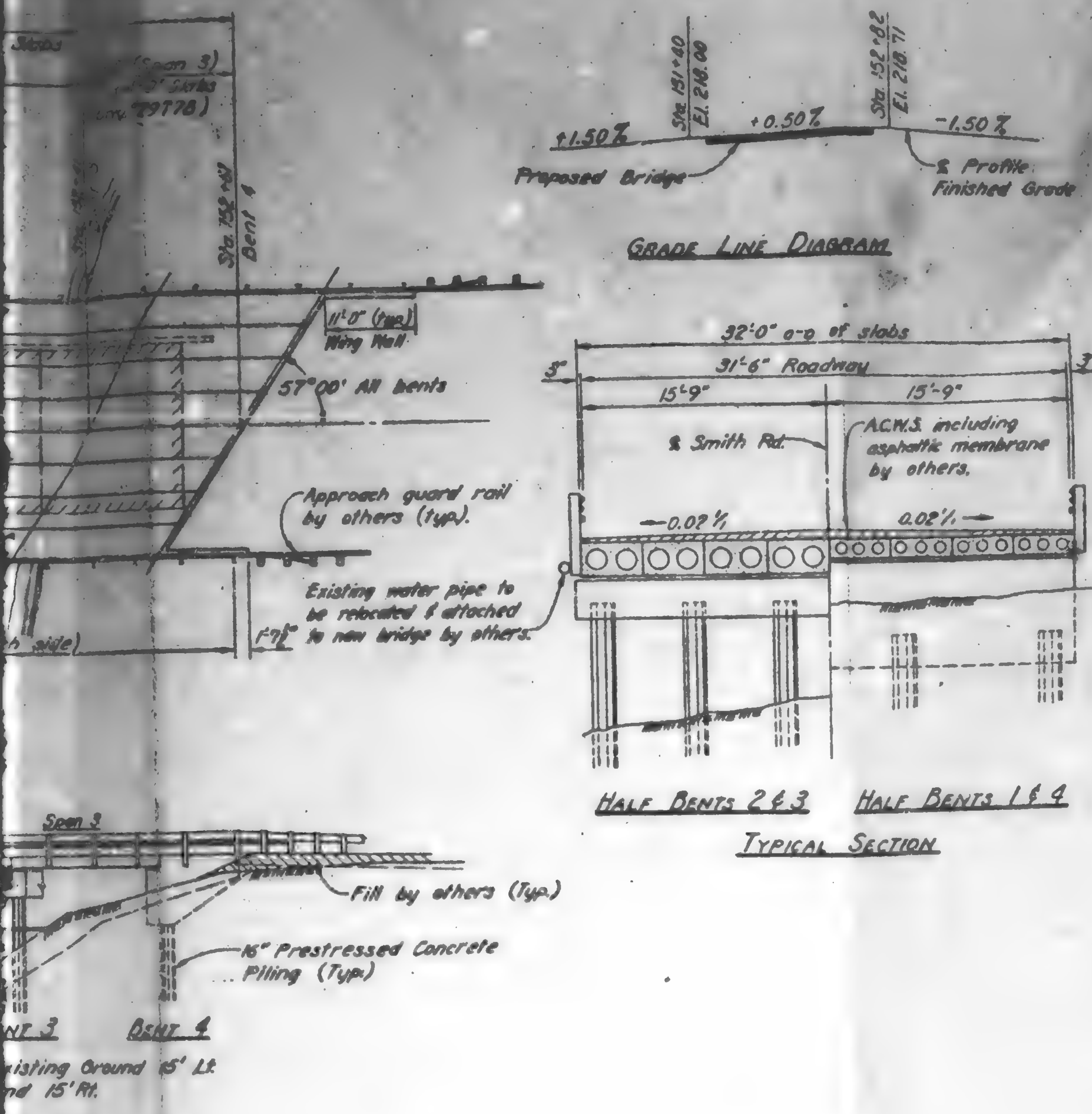
Lyn Hardy, Chairman

Henry A. Dougherty

Henry A. (Hank) Dougherty,
Commissioner

Benj. F. Magill

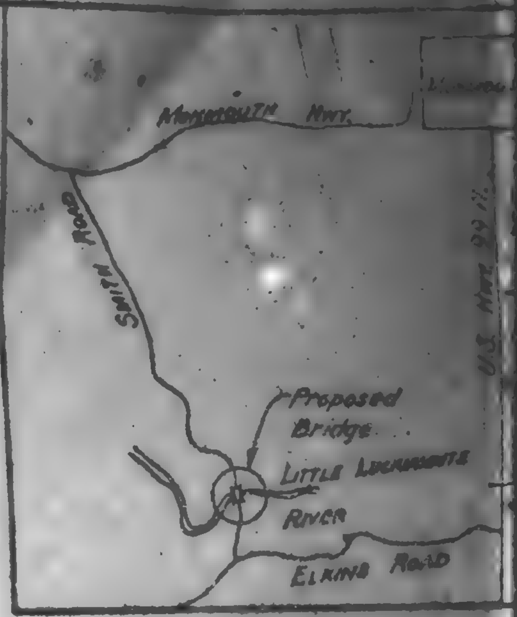
Benj. F. Magill,
Commissioner


Slabs
(Span 3)
Slabs
(Dwg. 29778)
Sta. 152+87
Bent 4
11'-0" (typ.)
Wing Wall
57°00' All bents
Approach guard rail by others (typ.).
Existing water pipe to be relocated & attached to new bridge by others.
F7½"
h side)
+1.50%
Sta. 151+40
El. 218.00
+0.50%
Sta. 152+82
El. 218.71
-1.50%
Proposed Bridge
℄ Profile Finished Grade
32'-0" o-o of slabs
31'-6" Roadway
5"
3"
15'-9"
15'-9"
℄ Smith Rd.
A.C.W.S. including asphaltic membrane by others.
0.02%
0.02%
Span 3
Fill by others (Typ.)
16" Prestressed Concrete Piling (Typ.)
nt 3
Bent 4
xisting Ground 15' Lt.
nd 15' Rt.

GRADE LINE DIAGRAM

HALF BENTS 2 & 3 HALF BENTS 1 & 4

TYPICAL SECTION


Monmouth Hwy.
Smith Road
U.S. Hwy. 99 W.
Proposed Bridge
Little Luckiamute River
Elkins Road

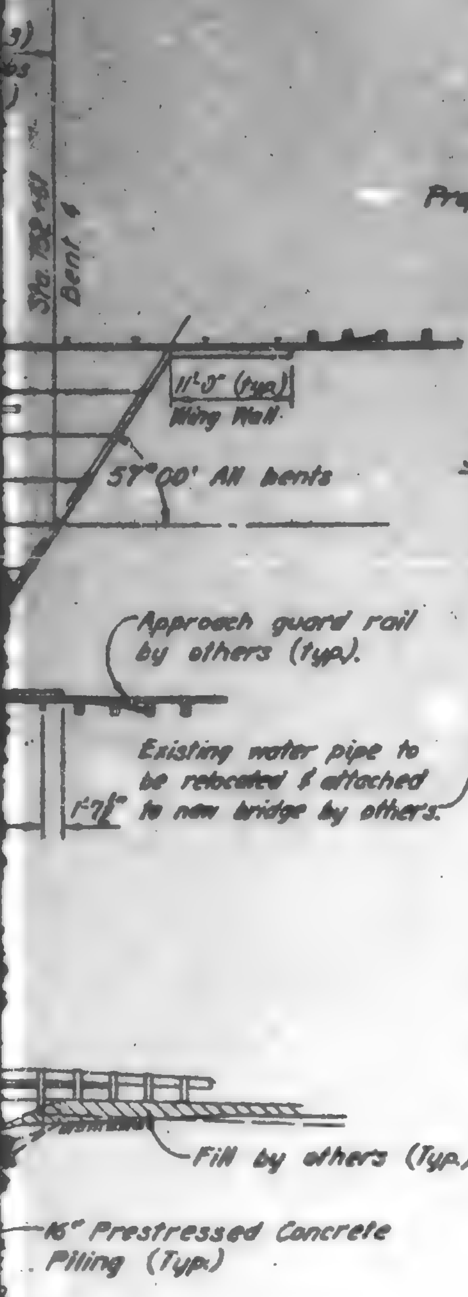
VICINITY MAP

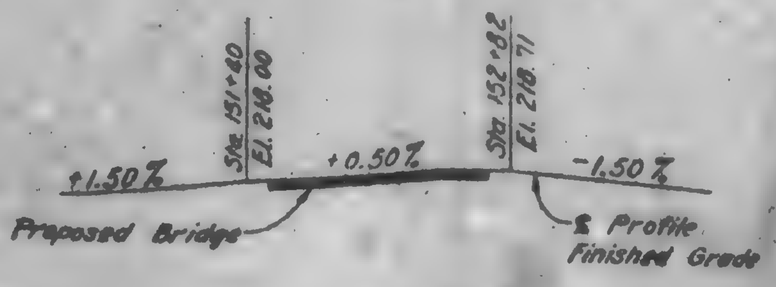
HYDRAULIC DATA			
	DESIGN FLOOD	INTERMEDIATE REGIONAL FLOOD	MAX. FLOOD YR (1946)
DISCHARGE - c.f.s.			
FREQUENCY - yrs.			
HIGH WATER EL. - ft.			

Note:
Bridge designed for HS 20-44 loading.

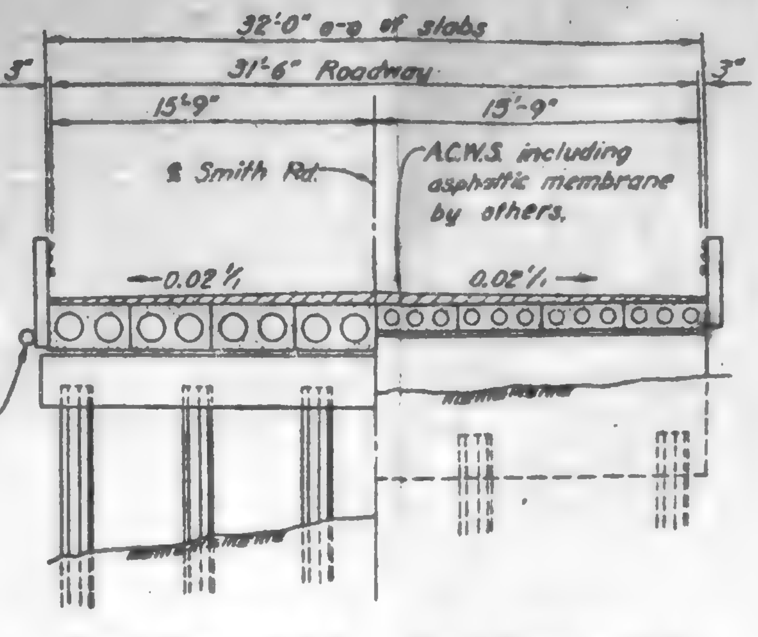
APPROVED:
BRIDGE ENGINEER
ASST. STATE HIGHWAY ENGINEER
DESIGNED R.A. CHECKED
DRAWN M.K. CAL. BOOK

OREGON STATE HIGHWAY DIVISIO
BRIDGE SECTION
LITTLE LUCKIAMUTE R. (SMITH RD.) B
LITTLE LUCKIAMUTE R. BRIDGE SEC
SMITH ROAD POLK COUN
PRELIM. PLAN AND ELEVATION
DATE 6-9-80 BRIDGE NO. 10269 B
ACCOMPANIED BY DWGS.
SHEET 1
DRAWING NO. 3536


Sta. 152+87
Bent 4
11'-0" (typ.)
Wing Wall
57°00' All bents
Approach guard rail by others (typ.)
Existing water pipe to be relocated & attached to new bridge by others.
1'-7½"
Fill by others (Typ.)
16" Prestressed Concrete Piling (Typ.)

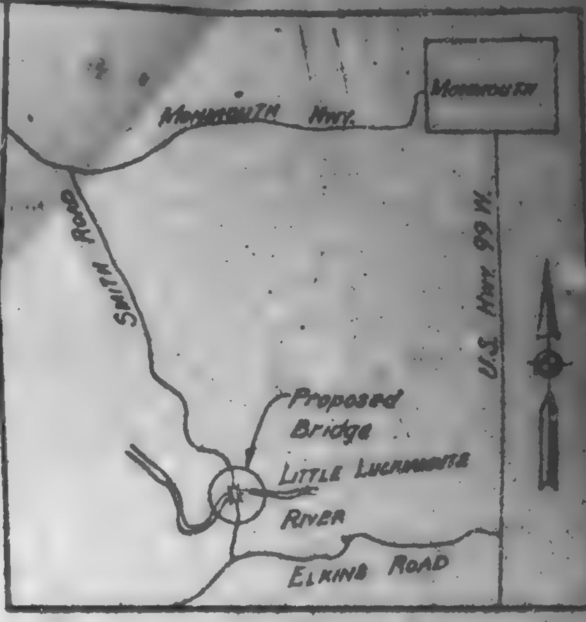

Sta. 151+40
El. 218.00
Sta. 152+82
El. 218.71
+1.50%
+0.50%
-1.50%
Proposed Bridge
℄ Profile Finished Grade

GRADE LINE DIAGRAM


32'-0" o-o of slabs
3"
31'-6" Roadway
3"
15'-9"
15'-9"
℄ Smith Rd.
A.C.W.S. including asphaltic membrane by others.
0.02'/'
0.02'/'

HALF BENTS 2 & 3 HALF BENTS 1 & 4

TYPICAL SECTION


MONMOUTH
MONMOUTH HWY.
SMITH ROAD
U.S. HWY. 99 W.
Proposed Bridge
LITTLE LUCKIAMUTE
RIVER
ELKINS ROAD

VICINITY MAP

HYDRAULIC DATA			
	DESIGN FLOOD	INTERMEDIATE REGIONAL FLOOD	MAX. FLOOD YR. (1946)
DISCHARGE - c.f.s.			
FREQUENCY - yrs.			
HIGH WATER EL. - Ft.			

Note:
Bridge designed for HS 20-44 loading.

APPROVED:
BRIDGE ENGINEER
ASST. STATE HIGHWAY ENGINEER
DESIGNED K.A. CHECKED
DRAWN M.K. CAL. BOOK

OREGON STATE HIGHWAY DIVISION
BRIDGE SECTION
LITTLE LUCKIAMUTE R. (SMITH RD.) BRIDGE
LITTLE LUCKIAMUTE R. BRIDGE SECTION
SMITH ROAD POLK COUNTY
PRELIM. PLAN AND ELEVATION
DATE 6-9-80 BRIDGE NO. 10269 B
ACCOMPANIED BY DWGS.
SHEET 1 OF 1
DRAWING NO. 35365

9238

STATE OF OREGON **INTEROFFICE MEMO**

TO: Mr. C. O. Fredrickson
Region 2 Engineer Attn. Phil Stearns

DATE: June 17, 1980

DES 23
Br. 10269B

FROM: Gerald E Backstrand
J. E. Backstrand
Supervising Structural
Design Engineer

SUBJECT:
Little Luckiamute R. (Smith Rd.)
Little Luckiamute R. (Smith Rd.) Section
Smith Road Highway
Polk County
Bridge 10269B

HBR?

Enclosed are four reduced prints of drawings 35365 and 35046 which are the preliminary plan and elevation and vicinity map for the subject structure.

Our present estimate of costs for the proposed contract is as follows:

Grading and Paving	$ (Not included)
Structure (including removal of existing bridge)	149,000
Engineering & Contingencies	30,000
Total	$ 179,000

Please use these prints to obtain the approval of Polk County and return one set of prints to us as soon as possible with the appropriate approval stamped thereon. No permit applications have been made by the Oregon Department of Transportation.

KA:dh

Enclosures

cc Engineering /w/ 1
Local Government /w/ 1
Environment (M. Banks) /w/ 1

PROJECT MANAGEMENT BRANCH
ASHE ☐ STE ☐
PLE ☐ RE ☐ PRE ☑ Rp
JUN 17 1980
REFERRED TO ____________
FOR ____________
FILE: PM FA LG.

Contains Recycled Materials
81-125-1387

SP*78863-12

9238

Form E-39 (Rev. 9-71)

OREGON STATE HIGHWAY DIVISION

AUTHORITY FOR SURVEY

Section Little Luckiamute River (Smith Rd.) Bridge Sec.

Highway Smith Road (Co.Rd. 8515)

County Polk

Date May 16, 1980

Authorization No. 1

Survey Prefix 227-1471 (Assigned by Salem office)

Description of termini, route, length, etc.:

Little Luckiamute River (Smith Rd.) Bridge
Bridge 10269B

Purpose of survey:

To provide plans for replacing the Smith Road Bridge over the Little Luckiamute River.

Estimate of cost:

	927	$6,000

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

RECEIVED
MAY 22 1980
LOCATION SECTION

Total estimated cost of survey	$ 6,000
Previous authorization	
Additional authorization requested	
Additional authorization approved (Salem)	
Total all authorizations approved (Salem)	

Requests made by:

Structural Design Engineer

Recommended for Approval:

L. L. Wallace

~~Regional Engineer~~
Assistant Br. Engineer.

Recommended for Approval:

Frank E.

Location Engineer

Approved:

Assistant State Highway Engineer

SP*23604-734

9238

STATE OF OREGON

INTEROFFICE MEMO

TO: Mr. D. H. Moehring
Asst. State Highway Engineer
Attn. D. E. Swan

DATE: May 13, 1980

DES 23
Br 10269B

FROM: L. L. Wallace
L. L. Wallace
Asst. Bridge Engineer

SUBJECT:
Little Luckiamute River Br. (Smith Road)
Bridge 10269B
Little Luckiamute River Bridge Sec.
Smith Road (County Road 8515)
Polk County

Attached is a copy of a letter from the Polk County Board of Commissioners (dated January 10, 1980). Polk County is requesting that we design a replacement for the Little Luckiamute River Bridge in accordance with ORS 269.210. The estimated design cost is $6,000.

I recommend your approval and request design project authorization under delegated authority.

JEB:dh

To Turpin 5/16/80

PROJECT MANAGEMENT BRANCH
[✓ AS[illegible]] STE ☐
PLE ☐ RE ☐ [✓ P[illegible]E ☐]
MAY 15 1980
REFERRED TO ____________
FOR ____________
FILE: PM FA LG.

Contains Recycled Materials
81-125-1387

POLK COUNTY BOARD OF COMMISSIONERS

HENRY A. (HANK) DOUGHERTY
CHAIRMAN

LYN HARDY
COMMISSIONER

BENJ F MAGILL
COMMISSIONER

TELEPHONE: 623-8171 EXTENSION 221

COUNTY COURTHOUSE
DALLAS, OREGON 97338

REGION 2 ENGINEER
RECEIVED
JAN 1 6 1980
☐ RLE ☐ RBE
☐ RE ☐ RCE ☐ RME ☐ RTE ☐ ROE
☐ ULE ☐ GEO ☐ RSO ☐ ENV ☐ RFE

January 10, 1980

Mr. Phil Stearns
Regional Federal Aid Engineer
2960 East State Street
Salem, Oregon
97310

SUBJECT: Replacement of Little Luckiamute River Bridge on Smith Road

Dear Mr. Stearns:

Herewith is a print of a vicinity map and profile for the bridge over the Little Luckiamute River Bridge on Smith Road (County Road No.8515).

The existing bridge is a timber deck structure supported by untreated log stringers. This structure has been the subject of several discussions between the Oregon Highway Department Staff and our Road Department Staff. Late in 1978 at the request of Polk County, this structure was inspected by OSHD Bridge Inspectors and early in 1979 it was recommended to us that the bridge be posted for a 10 ton maximum gross weight. This was done at that time. A copy of the letter making this recommendation is enclosed.

Because of the rapid deterioration of this bridge, it has been designated by the County as "Priority No.1" for replacement under the "Highway Bridge Replacement Program", and this letter is to request that the replacement of this structure be included in this program at the earliest possible time.

RECEIVED

[illegible]

Our Road Department Staff is available for discussion with the OSHD Bridge Design Section Staff relative to design details at the convenience of the OSHD Staff.

Very truly yours,

The Polk County Board of Commissioners

Lyn Hardy

Lyn Hardy, Chairman

Benj F Magill

Benj. F. Magill

Henry A Hank Dougherty

Henry A. (Hank) Dougherty

Enclosures: Vicinity Map
Letter from Walt Hart to C.O. Fredrickson

- 1980 Rowell St.-Lacreole Dr. 9239
- (Dallas) Sec. of FAU 6120.
- (Grading and paving)

CHA 6522 8/29/79, 5/8/78

9239

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310
TOLL FREE: 1-800-452-7813 Ext. 86232

March 29, 1984

In Reply Refer to
File No.: CON

City of Dallas
P.O. Box 67
Dallas, OR 97338

Re: Project Name Rowell St-LaCreole Drive
Fed. Aid No. M-6120(1) & M-6120(2)
Pool Acct. No. 4727

The above project has been completed and no further costs are anticipated. Therefore, you may withdraw the balance remaining in your account of $56,145.70 (plus interest) with the Oregon State Treasurer, Local Government Investment Pool.

Vernon E. Skoog
Vernon E. Skoog
Controller

JP:cw

cc: Oregon State Treasurer
Local Govt. Investment Pool

PROGRAM SECTION
MANAGER ______ PROJECT UNIT ______
APR 2 1984
MAN. ASSIST. ______ PROGRAM UNIT ______
REFER TO ______
FOR ______

Form 734-3122

OREGON STATE HIGHWAY DIVISI

ITEMIZED STATEMENT OF FINAL COSTS DATE March 20, 1984

CITY: Dallas AGREEMENT NO: 6522 PROJECT NO: M-6120(1)(2)

CONTRACT NO: 9239 SECTION: Main St.-LaCreole Dr., Hankel St.

PRELIMINARY ENGINEERING: (Prefix No. 327-1957):

Project Manager	$ 21,609.52
Citizens Involvement	49.29
Final Design	7,786.23
Preliminary Design	2.40
R/W Descriptions	5,137.23
Soils & Geology	1,807.51
Signing	231.47
R/W Liaison	1,547.51
Utility Liaison	165.37
Reconnaissance & Hydrology	91.65
Program Section	219.84
Specifications	1,862.64
Administrative Services	60.54
Environmental Section	66.43
Training Courses	95.61
Total P.E. Cost	$ 40,733.24

Right-of-Way (Prefix No. 327-2510):

Appraisals	$ 906.57
Title Cost & Recording Fee	948.29
Negotiation Expense	3.20
Engineering	404.60
Total R/W Cost	$ 2,262.66

Construction (Prefix No. 327-1097):

Payment to Contractor	$509,008.18
Deduction for Retainage Administation Costs	(45.88)
SFO#2 Adjust Water Facilities by City	5,952.00
Construction Engineering	41,948.74
Audit Expense	110.12
Program Section	122.74
Accounting Section	45.88
Salem Lab	4,071.00
Portland Lab	120.07
Eugene Lab	19.74
Technical Services	314.60
Construction Section	1,195.91
Region Office	1,714.99
Total Construction Cost	$564,578.09

RECEIVED
MAR 21 1984
HIGHWAY ACCOUNTING

NOTED
FR. G[illegible]

SUMMARY:

Total P.E. Cost		$ 40,733.24
Total R/W Cost		2,262.66
Total Constr. Cost		564,578.09
Total Project Cost		$607,573.99
Less Federal Funds:		
P.E.	$ 31,848.44	
R/W	1,850.84	
Constr.	368,184.70	(401,884.00)
Balance		$205,689.99
Less Non-Participating Costs:		
Project Manager	$ 1,241.56	
Citizens Involvement	49.29	
Soils & Geology	135.05	
Program Section	131.24	
Specifications	364.32	
Payment to Contractor	69,008.18	
Deduct for Ret. Admin. Cost	(45.88)	
SFO#2 Adj. Water Fac. by City	5,952.00	
Constr. Engineering	31,845.19	
Accounting Section	45.88	
Salem Lab	4,071.00	
Portland Lab	120.07	
Eugene Lab	19.74	
Technical Services	314.60	
Construction Section	1,195.91	
Region Office	1,714.99	(116,163.14)
Amount to be shared		$ 89,526.85

STATE SHARE: 50% of ($89,526.85 + [1]904.55) = $ 45,215.70

CITY SHARE: 50% of $89,526.85 + ($116,163.14 - $452.27) = $160,474.30

Less City Advance Deposits:

P.E.	6-2-78	$ 2,420.00	
Constr.	1-13-81	214,200.00	$216,620.00
		REFUND DUE CITY	$ 56,145.70

---

[1] Construction engineering costs coded non-participating by Federal Regulations.

GEZ

9239 10-21-83 327-1957

(ORIGINAL) 327-1097

FORM APPROVED BY COMPTROLLER GENERAL, U.S. MAY 12, 1966 — U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	STATE VOUCHER NO.
VOUCHER FOR WORK PERFORMED UNDER PROVISIONS OF THE FEDERAL AID AND FEDERAL HIGHWAY ACTS, AS AMENDED	FHWA VOUCHER NO.
APPROPRIATION	FHWA SCHEDULE NO.
THE UNITED STATES, DR., TO *(Insert official or depositary named in project agreement)* Treasurer of the State of Oregon	PAID BY
ADDRESS Capitol Bldg. Salem, OR 97310	*(For use of Paying Office)*

STATE Oregon	VOUCHER TYPE *(Check Appropriate Block)* ☐ CURRENT BILLING	
VOUCHER PERIOD	FROM 4/24/78	☐ OTHER PROGRESS
	TO 3/24/83	☒ FINAL VOUCHER (*)
		FEDERAL AID PROJECT NO. M-6120(1)

(*) Use Form FHWA-1447 for Final Voucher for a project constructed under certification acceptance or secondary road procedures (23 U.S.C. 117).

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S. *Federal Funds	LESS PREVIOUS PAYMENTS Limited	NET AMOUNT CLAIMED
PE $ 40,733.24	$ 38,934.52	81.80%	$ 31,848.44	$ 31,848.44	$ 0.00
535,044.60	425,103.55	81.80%	347,734.70	347,734.70	0.00
29,53[illegible]	25,000.00	81.80%	20,450.00	20,450.00	0.00
$605,311.33	$489,038.07	81.80%	$400,033.14	$400,033.14	$ 0.00

I certify that the costs shown in this voucher have been incurred in accordance with terms of project agreements; applicable State and Federal laws or regulations; and that no claim has previously been submitted for costs claimed.

STATE HIGHWAY AGENCY	DATE	SIGNATURE OF AUTHORIZED OFFICIAL
Oregon	10/21/83	Controller

I certify that supporting records for costs claimed, and the referenced project (if applicable), have been subjected to required reviews, approvals and inspections by the Federal Highway Administration and that the amount approved is justly due.

AMOUNT SUBMITTED $ 0.00

ADJUSTMENTS

AMOUNT APPROVED

SIGNATURE OF FHWA REPRESENTATIVE
(SIGN ORIGINAL ONLY)

DATE APPROVED

FORM PR-20
(Rev. 5-78)

PREVIOUS EDITIONS ARE OBSOLETE

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	Powell St.-La Creole Dr. (Dallas) City Street Polk County					
	Preliminary Engineering Type Code P.E.					
	State	All Required			$ 38,934.52	
	Construction Type Code 6201 Roadway (Sta. 6+88.13 To Sta. 37+85)					
	Final Contract Payment Summary	Lump Sum			440,000.00	
	Construction Engineering					
	State	All Required			10,103.55	
	Total Participating Project Cost				$489,038.07	
	Nonparticipating Project Cost					
	Preliminary Engineering (State)	All Required			1,798.72	
	Final Contract Payment Summary	Lump Sum			69,008.18	
SFO	#2 Adjust City of Dallas water facilities (City of Dallas)	All Required			5,952.00	
	Audit Expense	All Required			110.12	
	Construction Engineering (State)	All Required			39,404.24	
	Total Nonparticipating Project Cost				$116,273.26	
	Total Project Cost				$605,311.33	
	Prepared based on Participating Costs as shown on Federal Billing as of 10/27/83.					
	AMOUNT CARRIED FORWARD					

9239 10-21-83 327-2510

(ORIGINAL)

FORM APPROVED BY COMPTROLLER GENERAL, U.S. MAY 12, 1966 U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION **VOUCHER FOR WORK PERFORMED UNDER PROVISIONS OF THE FEDERAL AID AND FEDERAL HIGHWAY ACTS, AS AMENDED**	STATE VOUCHER NO. FHWA VOUCHER NO.
APPROPRIATION	FHWA SCHEDULE NO.
THE UNITED STATES, DR., TO *(Insert official or depositary named in project agreement)* Treasurer of the State of Oregon	PAID BY
ADDRESS Capitol Bldg. Salem, OR 97310	*(For use of Paying Office)*

STATE Oregon		VOUCHER TYPE *(Check Appropriate Block)* ☐ CURRENT BILLING	
VOUCHER PERIOD	FROM 10/15/79	☐ OTHER PROGRESS	FEDERAL AID PROJECT NO. M-6120(2)
	TO 10/13/83	☐ FINAL VOUCHER (*)	

(*) Use Form FHWA-1447 for Final Voucher for a project constructed under certification acceptance or secondary road procedures.(23 U.S.C. 117).

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
$2,262.66	$2,262.66	81.80%	$1,850.86	$1,850.86	$ 0.00

I certify that the costs shown in this voucher have been incurred in accordance with terms of project agreements; applicable State and Federal laws or regulations; and that no claim has previously been submitted for costs claimed.

STATE HIGHWAY AGENCY	DATE	SIGNATURE OF AUTHORIZED OFFICIAL
Oregon	10/21/83	Controller

I certify that supporting records for costs claimed, and the referenced project (if applicable), have been subjected to required reviews, approvals and inspections by the Federal Highway Administration and that the amount approved is justly due.

AMOUNT SUBMITTED	$ 0.00
ADJUSTMENTS	
AMOUNT APPROVED	

SIGNATURE OF FHWA REPRESENTATIVE
(SIGN ORIGINAL ONLY)

DATE APPROVED

FORM PR-20
(Rev. 5-78)

PREVIOUS EDITIONS ARE OBSOLETE

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (*Payee must not use this column*)
	Rowell St. LaCreole Dr. (Dallas) Polk County					
	Type Code ROWA Right of Way (Sta. 7+27.45 To Sta. 38+00)					
	Acquisition					
	State	All Required			$2,262.66	
	Total Acquisition Costs				$2,262.66	
	Participating costs are for ROW actually incorporated in the final project, and all costs have been previously certified by the Right of Way Engineer.					
	Right of Way plans approved by FHWA 5/8/80					
	Prepared based on Participating Costs as shown on Federal Billing as of 10/27/83.					
	AMOUNT CARRIED FORWARD					

801
BILLING NUMBER 19

OREGON STATE HIGHWAY DEPARTMENT
FHWA BILLING VOUCHER

12/01/83

PREFIX	GRP FL	FED AID PROJ APPR	AGREEMENT AMOUNT	TOTAL COSTS TO DATE	PARTIC. AMOUNT	% OF PARTIC.	FEDERAL SHARE	AMOUNT PREV. CLAIMED	ADJUSTMENT AND CODE	AMOUNT OF THIS VOUCHER
326-2592	1	X10 -9822-007 APPR-580	198,475.00	72,517.92	72,316.95	85.00	61,469.41	60,546.63		922.78
326-2593	1	X10 -9296-003 APPR-178	189,550.00	17,672.30	17,672.30	85.00	15,021.46	13,534.31		1,487.15
326-2594	1	X10 -9301-001 APPR-580		10.75	10.75	85.00	9.14		9.14 A	
	2	X10 -9301-001 APPR-178				85.00				
326-2594		PREFIX TOTALS		10.75	10.75		9.14		9.14	
327-2510	1#	M -6120-002 APPR-W32	1,850.86	2,262.66	2,262.66	81.80	1,850.86	1,850.86		
331-2509	1#	M -4645-002 APPR-W32	13,405.14	15,674.74	15,623.71	85.80	13,405.14	13,405.14		
	2#	TQM -4645-002 APPR-124	11,608.00	13,529.14	13,529.14	85.80	11,608.00	11,608.00		
331-2509		PREFIX TOTALS	25,013.14	29,203.88	29,152.85		25,013.14	25,013.14		
333-2510	1#	M -4031-002 APPR-W32	63,026.54	69,349.18	71,474.87	88.18	63,026.54	63,026.54		
334-2526	1	M -0000-011 APPR-W36	101,500.00	230,149.20	209,292.90	88.10	184,387.04	101,500.00	82,887.04 B	
334-2533	1	X10 -9088-003 APPR-772	660,025.00	706,188.83	702,585.19	85.00	597,197.41	591,310.36		5,887.05
	2	X10 -9088-003 APPR-580	160,650.00	189,000.00	189,000.00	85.00	160,650.00	160,650.00		
334-2533		PREFIX TOTALS	820,675.00	895,188.83	891,585.19		757,847.41	751,960.36		5,887.05
334-2538	1	X10 -9088-004 APPR-580	15,750.00	20,968.90	20,987.21	85.00	17,839.13	15,750.00	2,089.13 B	
	2	M -9088-004 APPR-W36	575,000.00	676,471.00	676,471.00	85.00	575,000.35	575,000.00	.35 B	
334-2538		PREFIX TOTALS	590,750.00	697,439.90	697,458.21		592,839.48	590,750.00	2,089.48	
334-2540	1	X10 -9022-007 APPR-580	238,000.00	101,797.08	101,667.93	85.00	86,417.74	85,888.38		529.36
336-2513	1#	M -5885-002 APPR-W32	7,647.03	8,675.02	8,675.02	88.15	7,647.03	7,647.03		
424-2501	1	BROS-2403-003 APPR-117	1,500.00			100.00				
	9									
424-2501		PREFIX TOTALS	1,500.00							
434-2535	1	BROS-3400-007 APPR-117	2,000.00	2,000.00	2,000.00	100.00	2,000.00	2,000.00		
	9			2,000.00-						
434-2535		PREFIX TOTALS	2,000.00		2,000.00		2,000.00	2,000.00		
436-2514	1#	RRO -000S-037 APPR-685				100.00				

DESCRIPTION		PREFIX	FUNCTION	SUB F.	GR	CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE	
	326	2593	414	00	P 1	251.89	2,109.88	2,109.88	
	326	2593	430	00	P 1		510.87	510.87	
	326	2593	470	00	P 1		18.74	18.74	
	326	2593	913	00	P 1	25.55	36.15	36.15	
	326	2593	920	00	P 1			18.20	
	326	2593	930	00	P 1	74.44	367.29	723.27	
	326	2593	950	00	P 1		272.85	272.85	
			TOT		P1	3,668.21	12,961.25	15,917.72	
			** JOB TOTALS **			3,668.21 **	12,961.25 **	15,917.72 **	
ROWELL ST-LACREOLE DR(DALLAS)	CONT NO		* FA PROJ NOS M	6120002 100					STATE
	327	2510	296	00	N 9	15.86CR	15.86CR	1,994.53CR	
	327	2510	298	00	N 9	15.86	15.86	1,994.53	
	327	2510	407	00	P 1 Appraisals		18.00	906.57	
	327	2510	412	00	P 1 Title cost & recording			948.29	
	327	2510	414	00	P 1 Neg. Exp.			3.20	
	327	2510	930	00	P 1 Engineering			404.60	
			TOT		P1		18.00	2,262.66	
			** JOB TOTALS **			**	18.00 **	2,262.66 **	
UPRRXING-2ND ST, LAGRANDE	CONT NO		* FA PROJ NOS M	4645002 100 TQM 4645002					STATE
	331	2509	295	00	N 9			2,060.00	
	331	2509	296	00	N 9			27,073.14CR	
	331	2509	298	00	N 9			25,013.14	
	331	2509	401	00	P 1			4,133.00	
	331	2509	403	00	P 1			3,247.00	
	331	2509	405	00	P 2			11,135.00	
	331	2509	407	00	P 1			4,100.53	
	331	2509	407	00	P 2			2,394.14	
	331	2509	409	00	P 1			121.51	
	331	2509	412	00	P 1			283.51	
	331	2509	414	00	P 1			2,415.56	
	331	2509	414	00	N 1			7.11	
	331	2509	415	00	P 1			35.10	
	331	2509	419	00	P 1			29.20	
	331	2509	426	00	P 1			96.28	
	331	2509	470	00	P 1			15.18	
	331	2509	712	00	P 1			420.00	
	331	2509	913	00	P 1			66.35	
	331	2509	920	00	P 1			99.33	
	331	2509	920	00	N 1			43.92	
	331	2509	930	00	P 1			561.16	
			TOT		P1			15,623.71	
			TOT		P2			13,529.14	
			TOT		N1			51.03	
			** JOB TOTALS **			**	**	29,203.88 **	

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                                                                              NOVEMBER 1983          PAGE  657
ACCOUNT SUMMARY - EXPENDITUPES & LEDGERS
                                                                                    FISCAL              GRAND TOTAL
                                  PREFIX  FUNCTION SUB F.  GP  CURRENT MONTH     YEAR TO DATE            TO DATE
      DESCRIPTION                                                                                        15.53
                              326   1992     920       00 P 1                                            89.33
                                             TOT       P1                                                89.33  **
                                          ** JOB TOTALS **                  **                **

                                                                                                                     STATE
SE 7TH-SE 82ND SE DIV COR     CONT NO      FA PROJ NOS X1   9800001 100                                1,227.36CR
                              326   1998     296       00 N 9                          .09           1,227.36
                              326   1998     298       00 N 9                          .09CR         1,145.20
                              326   1998     901       00 P 1                                          126.25
                              326   1998     901       00 N 1                                           80.70
                              326   1998     902       00 P 1                                          101.98
                              326   1998     920       00 P 1                                           56.07
                              326   1998     923       00 P 1                                           60.00
                              326   1998     932       00 P 1                                        1,443.95
                                             TOT       P1                                              126.25
                                             TOT       N1                                            1,570.20  **
                                          ** JOB TOTALS **                  **                **

                                                                                                                     STATE
MAIN ST-LACREOLE. DALLAS      CONT NO    * FA PROJ NOS M    6120001 100                                1,820.00
                              327   1957     295       00 N 9 Tr. City                              33,662.44CR
                              327   1957     296       00 N 9 "  st.2,992.66            2,992.66      31,848.44
                              327   1957     298       00 N 9 "  Fed2,992.66CR          2,992.66CR    20,367.96
                              327   1957     901       00 P 1 Project Mgr.              1,053.55CR     1,241.56
                              327   1957     901       00 N 1  "      "                 1,137.29
                              327   1957     902       00 P 1                              49.29CR
                              327   1957     902       00 N 1 Citizens Involv.              49.29         49.29
                              327   1957     903       00 P 1                               21.80CR
                              327   1957     905       00 P 1 Final Des.                               7,786.23
                              327   1957     907       00 P 1 Pre Des.                                     2.40
                              327   1957     909       00 P 1 R/w Desc                                 5,137.23
                              327   1957     910       00 P 1 Soils & Geo  82.20CR        135.05CR     1,672.46
                              327   1957     910       00 N 1  "     "     82.20          135.05         135.05
                              327   1957     911       00 P 1 Signing                                    271.47
                              327   1957     913       00 P 1 R/w Liais.                               1,547.51
                              327   1957     914       00 P 1 Uti.  "                    21.60CR         165.37
                              327   1957     918       00 P 1 Recon. & Hyd.                                91.65
                              327   1957     920       00 P 1 Prog. sec.                  8.50CR         211.34
                              327   1957     920       00 N 1   "    "                    2.50            2.50
                              327   1957     921       00 P 1 Specs.                    797.24CR       1,498.32
                              327   1957     921       00 N 1   "                       364.32           364.32
                              327   1957     922       00 P 1 Adm. Serv.                                  60.54
                              327   1957     923       00 P 1 Env. Sec.                                   66.42
                              327   1957     950       00 P 1 Training Cs.                                95.61
                                             TOT       P1            82.20CR        1,687.03CR    38,934.52
                                             TOT       N1            82.20          1,694.45       1,798.72
                                          ** JOB TOTALS **                  **          7.42  **   40,733.24  **

                                                                                                                     STATE
ASH CR(GUM CLUB RD) BR        CONT NO    * FA PROJ NOS BRS A559003 100                                 3,600.00
                              327   1982     295       00 N 9
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ACCOUNT SUMMARY - EXPENDITURES & LEDGERS                    NOVEMBER 1983        PAGE  273

                                                                         FISCAL          GRAND TOTAL     ACTIVE YRS
     DESCRIPTION                 PREFIX  FUNCTION SUB F.  GR  CURRENT MONTH   YEAR TO DATE      TO DATE         BEG   END

                                                                                                                STATE
ASH CR(GUN CLUB RD) BR      CONT NO 9561 = FA PROJ NOS BRS A559004 100
                                 327     1010      201    00  P 1                      .59CR      57,786.77     83    83
                                 327     1010      201    00  N 1                                    190.00     83    83
                                 327     1010      204    00  P 1                 1,813.17CR                    83    83
                                 327     1010      206    00  N 1                     14.99           14.99     83    83
                                 327     1010      207    00  P 1     52.04                                     83    83
                                 327     1010      207    00  N 1     52.04CR                                   83    83
                                 327     1010      208    00  N 1                     55.26CR         55.26CR   83    83
                                 327     1010      270    01  P 1                                    170.39     83    83
                                 327     1010      295    00  N 9                                 12,300.00     83    83
                                 327     1010      296    00  N 9     72.14CR     1,822.60CR      64,222.42CR   83    83
                                 327     1010      298    00  N 9     72.14       1,822.60        52,222.42     83    83
                                 327     1010      900    00  P 1                     30.10        1,963.17     82    83
                                 327     1010      915    00  P 1     36.00           36.00           36.00     83    83
                                 327     1010      920    00  P 1                                     18.14     82    83
                                 327     1010      928    00  N 1                     29.52           67.79     83    83
                                 327     1010      940    00  P 1                                  1,196.50     83    83
                                 327     1010      941    00  P 1                                    332.58     83    83
                                 327     1010      942    00  P 1                                  1,412.91     82    83
                                 327     1010      944    00  P 1      6.45           44.59          771.81     82    83
                                 327     1010      945    00  P 1                    203.54          338.18     82    83
                                 327     1010      946    00  P 1                                  1,008.72     83    83
                                 327     1010      948    00  P 1                                    215.20     83    83
                                 327     1010      985    00  P 1                                     70.51     83    83
                                                   TOT        P1                  1,499.53CR      65,320.48
                                                   TOT        N1                     10.75CR         217.52
                                                ** JOB TOTALS **          **      1,510.28CR**    65,534.00  **

                                                                                              M   6120001  05 STATE
ROWELL ST-LACREOLE DR       CONT NO 9239 # FA PROJ NOS M   6120001  95
                                 327     1097      201    00  P 1 Payment to Cont    65,510.25CR   415,000.00    81    83
                                 327     1097      201    00  P 8   "    "            2,217.93CR    25,000.00    81    83
                                 327     1097      201    00  N 1   "                65,510.25      66,790.25    81    83
                                 327     1097      201    00  N 8   "                 2,217.93       2,217.93    83    83
                                 327     1097      204    00  P 1                          .01CR                 81    83
                                 327     1097      204    00  P 8                          .01                   81    83
                                 327     1097      202    00  N 1 Deduct. for retainage                47.59CR   82    82
                                 327     1097      208    00  N 8   "                                   2.29CR   82    82
                                 327     1097      285    02  P 1                 5,952.00CR                     82    83
                                 327     1097      285    02  N 1 SFO#2 Adj. Water (City) 5,952.00   5,952.00    83    83
                                 327     1097      295    00  N 9 Tr. City       33,304.07CR     157,260.17      81    83
                                 327     1097      296    00  N 9  St 2,034.69    5,368.76       521,773.48CR    81    83
                                 327     1097      298    00  N 9  Fed 2,034.69CR 27,935.31      364,513.31      81    83
                                 327     1097      900    00  P 1 Const. Eng 164.08 29,015.63CR   10,103.55      81    83
                                 327     1097      900    00  P 9                 1,906.45CR                     81    83
                                 327     1097      900    00  N 1  "    "  164.08CR 28,973.19     29,832.51      81    83
                                 327     1097      900    00  N 8  "    "         1,906.45         1,951.68      81    83
                                 327     1097      915    00  P 1                    104.62CR
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3-16-84
state participation in
non-part. Const. Engine
limited to 50% of 904.55
Says Diane Galide.

G

DESCRIPTION	PREFIX	FUNCTION	SUB	F	GP	CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE	ACTIVE YRS BEG	ACTIVE YRS END
	327	1097	915	00	P 8		5.50CR		83	83
	327	1097	915	00	N 1	Audit Ex.	104.62	104.62	83	83
	327	1097	915	00	N 8	" "	5.50	5.50	83	83
	327	1097	920	00	P 1		121.47CR		81	83
	327	1097	920	00	P 8		1.27CR		81	83
	327	1097	920	00	N 1	Prog. Sec.	121.47	121.47	83	83
	327	1097	920	00	N 8	" "	1.27	1.27	83	83
	327	1097	928	00	N 1	Acctng Sec.		42.59	81	83
	327	1097	928	00	N 8	"		2.29	81	83
	327	1097	940	00	P 1		3,873.92CR		81	83
	327	1097	940	00	P 8		197.08CR		81	83
	327	1097	940	00	N 1	Salem Lab.	3,873.92	3,873.92	83	83
	327	1097	940	00	N 8	"	197.08	197.08	83	83
	327	1097	941	00	P 1		114.07CR		81	83
	327	1097	941	00	P 8		6.00CR		81	83
	327	1097	941	00	N 1	Portland Lab	114.07	114.07	83	83
	327	1097	941	00	N 2	"	6.00	6.00	83	83
	327	1097	942	00	P 1		18.76CR		81	83
	327	1097	942	00	P 8	Eugene Lab	.98CR		81	83
	327	1097	942	00	N 1	"	18.76	18.76	83	83
	327	1097	942	00	N 8	"	.98	.98	83	83
	327	1097	944	00	P 1		298.87CR		81	83
	327	1097	944	00	P 8		15.73CR		81	83
	327	1097	944	00	N 1	Tech. Serv.	298.87	298.87	83	83
	327	1097	944	00	N 8	"	15.73	15.73	83	83
	327	1097	945	00	P 1		1,136.10CR		81	83
	327	1097	945	00	P 8		59.81CR		81	83
	327	1097	945	00	N 1	Const. Sec.	1,136.10	1,136.10	83	83
	327	1097	945	00	N 8	"	59.81	59.81	83	83
	327	1097	946	00	P 1		1,637.48CR		81	83
	327	1097	946	00	P 8		77.51CR		81	83
	327	1097	946	00	N 1	Reg. Office	1,637.48	1,637.48	83	83
	327	1097	946	00	N 2	"	77.51	77.51	83	83
	327	1097	948	00	P 1	19.50	25.98CR		81	83
	327	1097	948	00	N 1	other C.E. 19.50CR	61.00	61.00	83	83
			TOT		P1	183.58	107,809.16CR	425,103.55		
			TOT		P8		4,488.25CR	25,000.00		
			TOT		N1	183.58CR	107,301.73	109,941.05		
			TOT		N8		4,488.26	4,533.49		
			** JOB TOTALS **			**	7.42CR**	564,578.09 **		

UPRRXING @ SW 13TH PENDLETON CONT NO FA PROJ NOS RRP 3465001 100

PREFIX	FUNCTION	SUB	F	GP	CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE	STATE	
330	1044	205	02	P 1	98.96			83	83
330	1044	270	01	P 1			104,990.00	[illegible]	[illegible]
330	1044	270	02	P 1		1,015.00	1,015.00	83	[illegible]
330	1044	294	02	N 1		25.37CR	25.37CR	[illegible]	[illegible]
330	1044	296	00	N 9	55.31CR	879.75CR	104,722.64CR	[illegible]	[illegible]
330	1044	298	00	N 9	55.31	879.75	104,722.64		

802 U32 BILLING NUMBER 23

OREGON STATE HIGHWAY DEPARTMENT
FHWA BILLING VOUCHER

12/29/83

PREFIX	GRP	FL	FED AID PROJ	AGREEMENT AMOUNT	TOTAL COSTS TO DATE	PARTIC AMOUNT	% OF PARTIC	FEDERAL SHARE	AMOUNT PREV CLAIMED	ADJUSTMENT AND CODE	AMOUNT OF THIS VOUCHER
333-1028	1	M	-4031-003	328,248.00	369,241.72	369,009.01	88.15	325,281.44	325,281.44		
304-1950	1*	M	-4350-001	15,730.16	18,130.09	17,838.69	88.18	15,730.16	15,730.16		
304-1040	1	M	-4350-002	101,541.00	131,519.22	123,384.29	81.83	100,965.36	100,965.36		
236-1083	1*	M	-4430-001	281,166.44	319,289.68	318,855.12	88.18	281,166.44	281,166.44		
336-1963	1	M	-4545-001	28,294.00	28,892.52	28,831.83	85.77	24,729.06	24,720.05		9.01
331-1947	1*	M	-4620-001	15,710.10	17,815.94	17,815.94	88.18	15,710.10	15,710.10		
331-1012	1	M	-4620-002	206,463.00	254,472.64	253,357.64	81.83	207,322.56	206,463.00	859.56 B	
331-1012	8	M	-4620-002	45,100.00	55,255.76	55,257.26	81.83	45,217.02	45,100.00	117.02 B	
			PROJ TOTALS	251,563.00	309,728.40	308,614.90		252,539.58	251,563.00	976.58	
>331-2509	1*	M	-4645-002	13,405.14	15,674.74	15,623.71	85.80	13,405.14	13,405.14		
>331-1098	2	M	-4645-003	185,305.16	216,100.51	216,048.92	85.77	185,305.16	185,305.16		
301-1961	1*	M	-4950-001	1,130.55	1,381.58	1,381.58	81.83	1,130.55	1,130.55		
324-1005	1	M	-5241-001	93,195.00	36,972.79	36,972.79	88.15	32,591.51	31,634.65		956.86
324-1005	8	M	-5241-001	10,300.00	4,993.54	4,993.54	88.15	4,401.81	4,295.49		106.32
324-1990	1	M	-5241-001	12,472.00	4,498.62	4,498.62	88.18	3,966.88	3,966.88		
			PROJ TOTALS	115,967.00	46,464.95	46,464.95		40,960.20	39,897.02		1,063.18
324-1915	1	M	-5262-001	44,608.00	49,839.14	49,759.79	85.80	42,693.90	42,693.90		
324-2521	1	M	-5262-002	10,578.00	8,072.14	8,072.14	85.77	6,923.47	6,923.47		
324-1988	1*	M	-5301-001	12,266.98	13,330.92	13,916.03	88.15	12,266.98	12,266.98		
324-1059	1*	M	-5301-002	206,933.74	235,660.68	234,671.97	88.18	206,933.74	206,933.74		
324-1059	8*	M	-5301-002	8.25	9.36	9.36	88.18	8.25	8.25		
			PROJ TOTALS	206,941.99	235,670.04	234,681.33		206,941.99	206,941.99		
336-2513	1*	M	-5885-002	7,647.03	8,675.02	8,675.02	88.15	7,647.03	7,647.03		
>336-1085	2	M	-5885-003				88.15				
327-1097	1*	M	-6120-001	347,734.70	535,044.60	425,103.55	81.80	347,734.70	347,734.70		
327-1097	8*	M	-6120-001	20,450.00	29,533.49	25,000.00	81.80	20,450.00	20,450.00		
327-1957	1*	M	-6120-001	31,848.44	40,733.24	38,934.52	81.80	31,848.44	31,848.44		
			PROJ TOTALS	400,033.14	605,311.33	439,038.07		400,033.14	400,033.14		
327-2510	1*	M	-6120-002	1,850.86	2,262.66	2,262.66	81.80	1,850.86	1,850.86		

9239

STATE COPY 5

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NUMBER 7-206	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	State Oregon
PROJECT REPORT NUMBER	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT	County Polk
MODIFICATION NUMBER 2	7-18-83	Project Number M-6120(1)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on September 27, 1978, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 628,661.00	$ 628,700.00
Federal funds	$ 371,914.00	$ 401,884.00
Other revisions		

This modification is made for the following reasons: to include additional approved items and increase Federal funds by amount currently assigned for right-of-way.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 18th day of July, 1983.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By Larry A. Potter

Manager, Program Section
(Title)

~~XXXX~~ For: H.S. Coulter, P.E.

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

Gen-file

Oregon State Highway Division
Salem, Oregon July 15, 1983

Federal-Aid Project No. M-6120(1)

Rowell St.-LaCreole Dr. (Dallas)
City Street
Polk County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code PE

Preliminary Engineering	All Required		$ 43,200.00
		Total	$ 43,200.00

Type Code 6201
Roadway (Sta. 6+88.13 to Sta. 37+85)

Subtotal on previous estimate of January 6, 1981				$ 515,824.58

Additional Approved Items

P.A. 1 Credit for Nonspec. Manhole Bases		Lump Sum		$ (3,870.00)
P.A. 2 Class "B" Bedding Material	242.74	Cu. Yd.	15.50	3,762.47
P.A. 3 Excavation	540.23	Cu. Yd.	5.40	2,917.24
P.A. 3 Aggregate Base	1,070	Ton	9.95	10,646.50
				$ 13,456.21
			Subtotal	$ 529,280.79
			Engineering	56,219.21
			Total	$ 585,500.00

Length of Roadway	0.589 mi.
Cost of Roadway Per Mile	$ 994,057.72

Summary of Funds (81.8%)

Description	Total Cost	Federal Funds	State Funds	City Funds
P.E.	$ 43,200.00	$ 35,336.00	$ 3,932.00	$ 3,932.00
Roadway	585,500.00	366,548.00	40,778.00	178,174.00
Total	$ 628,700.00	$ 401,884.00	$ 44,710.00	$ 182,106.00

Group 1 95%; Group 8 5%
Contract No. 9239
Prefix: 327-1957 P.E.
327-1097

9239

STATE COPY P

TO BE COMPLETED BY FHWA

MONTHLY TRANSACTION NUMBER 2-13

PROJECT REPORT NUMBER

MODIFICATION NUMBER 1

.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

1-26-81

ate Oregon

County Polk

Project Number M-6120(1)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on September 27, 19 78,

is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 34,000.00	$ 628,661.00
Federal funds	$ 29,160.00	$ 371,914.00
Other revisions		

This modification is made for the following reasons: Adding construction phase and revised PE costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 26th day of January, 19 81.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Assistant State Highway Engineer
(Title)

XXX For: H.S. Coulter

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

Robt G. L. Green

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

file

Oregon State Highway Division
Salem, Oregon, January 6, 1981

Federal Aid Project
No. M-6120(1)

Rowell St.-LaCreole Dr. (Dallas)
City Street (Hankel St.)
Polk County

Project Agreement Estimate

Type Code P.E.

Preliminary Engineering	All Required		$ 43,200.00

Type Code 6201
Roadway (Sta. 6+88.13 to Sta. 37+85)

Mobilization	All Required		51,000.00
Temporary Protection and Direction of Traffic	All Required		12,620.00
Temporary Signs	383 Sq.Ft.	$ 4.00	1,532.00
Temporary Barricades	16 Each	100.00	1,600.00
Flagmen	400 Hour	10.00	4,000.00
Removal of Structures and Obstructions	All Required		4,700.00
Ditch Excavation	350 Cu.Yd.	3.00	1,050.00
General Excavation	4,018 Cu.Yd.	3.11	12,495.98
Trench Excavation	6,514 Cu.Yd.	1.00	6,514.00
Finishing Roadbed and Slopes	All Required		8,500.00
Furnishing and Placing Topsoil	110 Cu.Yd.	20.00	2,200.00
Lime Treated Subgrede	14,500 Sq.Yd.	2.10	30,450.00
Lime for Treated Subgrade	300 Ton	83.00	24,900.00
Class "B" Asphalt Concrete	2,750 Ton	28.60	78,650.00
3/4"-0 Aggregates in Prime Coat	105 Cu.Yd.	25.00	2,625.00
MC-250 Asphalt in Prime Coat	20 Ton	300.00	6,000.00
6-inch Sewer Pipe	12 Lin.Ft.	10.00	120.00
8-inch Sewer Pipe	298 Lin.Ft.	12.00	3,576.00
12-inch Sewer Pipe	212 Lin.Ft.	15.00	3,180.00
15-inch Sewer Pipe	636 Lin.Ft.	15.60	9,921.60
18-inch Sewer Pipe	1,132 Lin.Ft.	17.00	19,244.00
21-inch Sewer Pipe	56 Lin.Ft.	45.00	2,520.00
27-inch Sewer Pipe	16 Lin.Ft.	50.00	800.00
30-inch Sewer Pipe	40 Lin.Ft.	50.00	2,000.00
46-inch Sewer Pipe	1,676 Lin.Ft.	66.00	110,616.00
Concrete Manholes, 10 Feet or Less Deep	12 Each	2,000.00	24,000.00
Concrete Manholes, Over 10 Feet Deep	2 Each	6,000.00	12,000.00
Concrete Inlets, Type CG-2	21 Each	475.00	9,975.00
Concrete Walks	2,400 Sq.Yd.	10.75	25,800.00
Concrete Driveways	650 Sq.Yd.	15.00	9,750.00
Concret Curbs	6,050 Lin.Ft.	3.50	21,175.00

Oregon State Highway Division
Salem, Oregon, January 6, 1981

Federal Aid Project
No. M-6120(1)

Extra for Asphalt Approaches	5 Each	150.00	750.00
Rock Gabion	142 Cu.Yd.	55.00	7,810.00
Adjusting Manholes	10 Each	100.00	1,000.00
Reconstructing Concrete Manholes	5 Each	350.00	1,750.00
			$514,824.58

Anticipated Items

Permanent Pavement Striping	All Required	$ 1,000.00
	Subtotal	$515,824.58
	Engineering	69,636.42
	Total	$585,461.00

Length of Roadway . . . . 0.589 Mile
Cost of Roadway Per Mile. $994,297.11

Work Retained in Program Status
(Not included in amounts below)

Permanent Signing	All Required	$ 500.00
Roadside Seeding & Mulching	All Required	500.00

SUMMARY OF FUNDS (81.8%)

Description	Total Cost	Federal Funds	State Funds	City Funds
Preliminary Engineering	$ 43,200.00	$ 35,336.00	$ 3,932.00	$ 3,932.00
Roadway	585,461.00	336,578.00	37,443.00	211,440.00
Total	$628.661.00	$371,914.00*	$41,375.00*	$215,372.00

Group 1 95%; Group 8 5%

Contract No. 9239

Prefix No. 327-1957

Prefix No. 327-1097

*Note: Fixed amounts.

Rowell St. - LaCreole Dr. (Dallas)
(non-participating - State Work)

Setting mailbox standards	32 each	40.00	$1,280.00

State OMB No. 04-R2089 P

TO BE COMPLETED BY FHWA	U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	State Oregon
MONTHLY TRANSACTION NO. 9-286	FEDERAL-AID PROJECT AGREEMENT 9-27-78	County Polk Project No. M-6120 (1)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

City St., Hankel St. (Dallas)

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING	4-24-78	0.71
RIGHTS-OF-WAY		
CONSTRUCTION		

OTHER *(Specify)*

FUNDS Pro Rata 85.77%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 34,000.00	$ 29,160.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By E S Hunter

Technical Services Engineer
(Title)

XX By For: H. S. Coulter

State Highway Engineer
(Title)

By

(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: G. L. Green

Date executed by Division Administrator

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

File

Oregon State Highway Division
Salem, Oregon September 21, 1978

Federal Aid Project
No. M-6120 (1)

Main St.-LaCreole Drive (Dallas) Section
City Street in Polk County

Project Agreement Estimate.

Type Code PE
Preliminary Engineering

Preliminary Engineering	All Required	$34,000.00
	TOTAL	$34,000.00

Length of Project ------------ 0.71 miles

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds	City Funds
Preliminary Engineering	$ 34,000.00	$ 29,160.00	$ 2,420.00	$ 2,420.00
Retain in Program (Roadwork)	418,400.00	142,840.00	11,580.00	263,980.00
TOTAL	$452,400.00	$172,000.00	$14,000.00	$266,400.00

Group 1 - 100%
Prefix: 327-1957

cc: OSHD (Coulter)
9239

STATE COPY
3-11-83

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

8

FINAL ACCEPTANCE REPORT

REGION NO. 10	REPORT NO. 2	COUNTY Polk	DIVISION Oregon
DATE OF REPORT 3/11/83	REPORT MADE BY W. H. Kappus, Area Engineer		PROJECT NO. M-6120(1)
COMPLETION DATE 10/22/81	ACCEPTANCE DATE BY CONTRACT AGENCY 6/2/82	TIME ELAPSED 98 %	CONTRACT TIME 275 calendar days
APPROVED EXTENSIONS NONE	LOCATION Hankel Street in NE Dallas Oregon between Rowell Street and LaCreole Drive		

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.

*A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

ROWELL ST.-LACREOLE DRIVE (DALLAS)
FAU 6120 (HANKEL STREET)
Grading, Drainage & Paving

This project provided for the upgrading of an open-ditch 2-lane roadway to a 40-foot curbed urban roadway with sidewalks and an underground storm drain system.

The final project cost underran the original authorization by approximately 5½%. This underrun resulted from a field grade change which substantially reduced the grading quantities.

A final inspection of the completed project was made on November 5, 1981.

RECEIVED
STATE HWY ENGR
MAR 29 '83
REFER TO
Keasey
FOR

Info	Inves	R/D	D/R	Sign	Act	File

NOTED
W. E. SCHWARTZ

cy
3/29

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE W. H. Kappus Original Signed By WILLIAM H. KAPPUS Area Engineer		SIGNATURE G. K. Hossner Original Signed By G. K. HOSSNER Field Operations Engineer	
TITLE Area Engineer	DATE 3/17/83	TITLE Field Operations Engineer	DATE 3-24-83

9239

7-1-82

REPORT OF ACTION UNDER DELEGATED AUTHORITY BY

ASSISTANT STATE HIGHWAY ENGINEER

On behalf of the Commission and under delegated authority, the following contracts were accepted as being completed according to specifications:

Contractor and Contract No.	Section and County	Acceptance Date
Babler Bros., Inc. No. 9320	Bombing Range Rd.-Butter Cr., Unit 1 Morrow County	June 2, 1982
Wildish Corvallis Const. No. 9239	Rowell St.-Lacreole Dr. (Dallas) Polk County	June 2, 1982
Morse Bros., Inc. No. 9264	Pacific Blvd.-Santiam Hwy.(Albany) Linn County	June 4, 1982
Willamette-Western, Alaska Constrs., Inc. & General Const. Co., J.V. No. 8526	Columbia Rv. Bridge (N. Channel Substructure) and Government Island Fill Multnomah, Oregon and Clark, Wash.	June 10, 1982
Ross Bros. Const., Inc. No. 9083	Nyberg Creek Bridge(Tualatin) Washington & Clackamas Counties	June 10, 1982
COMCO Const., Ore. Ltd., dba Salem Road & Driveway No. 9318	Boone Rd. SE-Barnes Ave. SE(Salem) Marion County	June 14, 1982
R. A. Hatch Co. No. 9101	Division St. NE-Trade St. NE (Salem) Marion County	June 17, 1982
Cushing Bros., Inc. No. 9343	Sunnyside Rd.-Commercial St. Marion County	June 29, 1982
Roseburg Paving, Inc. No. 9296	Dodge Canyon Cr.-Westwood St. Douglas County	June 29, 1982
Hertz Electric, Inc. No. 9245	NE Columbia Blvd. Traffic Signals @ 3 Intersections Multnomah County	June 29, 1982

July 1, 1982

W. E. Schwartz, P.E.
Asst. State Highway Engineer

9239

June 9, 1982

Industrial Indemnity Co.
421 S.W. 6th
Portland, OR 97204

CON 5
#9239

Attention: Bond Department

Gentlemen:

On June 4, 1982, we wrote to you concerning release of final payment on Contract No. 9239 awarded to Wildish Corvallis Construction Co. for work on Rowell Street-LaCreole Drive in the City of Dallas, Polk County.

The total contract amount is $509,008.18. No work was performed under force account.

Sincerely,

Robert W. Germsen
COMMISSION SERVICES

kkr

cc: Wildish Corvallis Construction Co.
P. O. Box 987
Corvallis, OR 97330

bc: C. T. Keasey
Walt Hart
C. O. Fredrickson

9239

327-1097 DALLAS

STATE OF OREGON INTEROFFICE MEMO

TO: C. T. Keasey
ASSISTANT STATE HIGHWAY ENGINEER

DATE: January 14, 1982

FROM: Gerald Wimer ORIGINAL SIGNED BY GERALD W. WIMER
REGION CONSTRUCTION ENGINEER

SUBJECT: City Acceptance
Rowell St.-LaCreole Dr.
Hankel St. [redacted]
Contract 9239

Project Manager Cliff Lehman and I met with Howard Brandvold, Dallas City Manager and David M. Shea, Director of Public Works, Wednesday, January 13, relative to the two settlements on Uglow St. which keeps the city of Dallas from accepting the subject project. None of us could put our finger onto a specific reason why these settlements had occurred.

Even though it is not specifically something that we could go back on to the contractor, the city would like to keep the project open and yet at a minimum cost to the city. We, therefore, agreed to the following:

1. Reducing the Retainage to $1,000. Please have your staff do this as soon as all other conditions permit.
2. Inspect with the contractor, Wildish Corvallis Construction Company. Mr. Lehman will do this in the presence of Mr. Shea. They will try to determine what the contractor thinks is the cause.
3. Keep the project open until April or May. Please do not close this project out until you receive word from this office.
4. We offered State assistance to drill or follow up with other suggestions for correction. The problem being that the Federal funds allocated to this project have been expended and all additional work on this project is 100% chargeable to the city and should be held to a minimim and not performed without the direct authorization of the city.

To date we've seen no failure of the contractor to meet the contract specifications. However, further investigation might determine that it is his responsibility.

GW/r[redacted]
cc: [redacted], Cliff Lehman
David Shea, Dallas

9239

327-1097

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
Region 2
2960 E. STATE STREET, SALEM, OREGON 97310 PHONE 378-2626

December 23, 1981

Mr. David M. Shea
Director of Public Works
City Hall
Dallas, OR 97338

Re: City Acceptance
Rowell St.-LaCreole Dr.
Hankel St., FAU 6120
Contract 9239

Dear Mr. Shea:

We are indeed sorry to hear of the settlement on Uglow St. which, according to your December 14 letter, keeps the City of Dallas from accepting the subject project.

We reviewed the matter with our Project Manager, Inspector, and project records determining the contractor placed and compacted the backfill in complete accordance with our Standard Specifications. This does not preclude the possibility that some of the more granular materials could have subsequently completed the air slacking process these materials where exposed to during excavation. This could have caused the subsequent settlement.

Or, possibly the settlement could be the result of other subsequent utility construction or other construction in the area.

Notwithstanding these latter possibilities, the State is willing to issue a force order against the project calling for City forces to correct the matter. We base such an order on no continuing obligation on the part of the contractor. Our personnel inspected the pipe installation and backfill and City, State, and FHWA personnel participated in the final inspection November 5.

Before we issue a City force order, please advise of your concurrence. Such an order simply adds to the City's 100% participation. It could hold up the final payment to the contractor, making more interest payments which are also 100% chargeable to the City.

A more simple procedure involves the City making the repairs at their own expense, not through the contract, and accepting the project just as they found it November 5. We await your decision.

Sincerely,

Gerald Wimer

Gerald Wimer
REGION 2 CONSTRUCTION ENGINEER

GW/rgb
cc: Keasey, Harwell
Lehman

734-1867

G Dan H.

9239

City of Dallas — Office of the Director
of Public Works

December 14, 1981

Rowell St.-LaCreole Drive
FAU 6120 (Hankel Street)
Project No. M-6120(1)

Gerald W. Wimer
Local Government Manager
Department of Transportation
Highway Division - Region 2
2960 S. State Street
Salem, Oregon 97310

Dear Mr. Wimer,

In reference to the S. E. Hankel Street Improvement Project from Rowell Street to LaCreole Drive, this letter is in regard to the City of Dallas acceptance of the improvements.

Since the visual inspection of the project in September with representatives from the Federal Highway Administration, State Highway Department, City of Dallas, and Wildish Construction, severe settlement damage has occurred on S. E. Uglow Street, where the 48 inch storm was installed.

After installation of the 48 inch storm tile, the City of Dallas had a street improvement on S. E. Uglow in August and September 1981. Field inspection report, dated December 7, 1981, reveals severe settlement of pavement on the east portion of the street in the location of the 48 inch storm tile. (See attachment).

At this time my office cannot recommend to the City Manager to have the City of Dallas accept the Hankel Street project improvements. Repairs of the 48 inch storm tile installation, as well as necessary repairs to the new street, would need to be completed prior to acceptance.

If you have any questions on this matter, please contact my office.

Very truly yours,

NOTE:

David M Shea

David M. Shea
Director of Public Works

DMS:bc
cc: Don Harwell, City-County Coordinator ✓
Phil Stearns, Federal Aid Engineer, Highway Division
Cliff Lehman, Project Engineer

P.O. BOX 67 • DALLAS, OREGON 97338 • TELEPHONE (503) 623-2338

RP
DmH.

[illegible]

Department of Public Works

Daily Construction Report

Project: UGLOW STREET.

Day: s [✓ m] t w th f s Date 12-7-81 Report No.

Weather: Temperature: Max. Min.

Contractor	Type of Work

Discussions:

Remarks: MEL AND I WERE CHECKING SANITARY MH'S ON UGLOW ST FOR LEAKS. WE NOTICED THAT IN FRONT OF THOMAS' RESIDENCE THAT THE STREET HAS SETTLED. THE PORTION OF THE STREET AFFECTED IS EAST OF THE CENTER-LINE AND APROXIMATELY 30 FEET LONG AND 12 FEET WIDE. IT APPEARS TO HAVE SETTLED 1-3 INCHES. THE GUTTER LINE SEAMS NON AFFECTED.

Comments:

Inspector: JOHN LOFTON Date 12-7-81

Rev. 2/80

9239

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FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Rewell St - LaCreole Dr. (Dallas)
WEEK ENDING: November 7, 1981
SECTION PREFIX: 327-1097
HIGHWAY: FAU 6120 (Hankel St)
COUNTY: Polk
NAME OF JOB: Rewell St. - LaCreole Drive
KIND OF WORK: Grading and Paving
CONTRACTOR: Wildish-Corvallis Construction Co.
CONTRACT NUMBER: 9239
FEDERAL AID PROJECT NUMBER: M-6120(1)
DATE OF CONTRACT: January 13, 1981
DATE WORK STARTED: March 10, 1981
ESTIMATED COMPLETION DATE:
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 2 SUPERVISION: 0
SPECIFIED WORK DAYS:
WORK DAYS USED:
SPECIFIED CALENDAR DAYS: 275
CALENDAR DAYS USED: 270
SPECIFIED COMPLETION DATE:
PERCENT OF TIME ELAPSED: 98%
PROJECT AUTHORIZATION: $599,398.70
EXCLUSIVE OF ENGINEERING: $551,869.29
ENGINEERING AUTHORIZATION: $47,529.41
PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100%
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $517,722.19
ENGINEERING COST TO DATE: $46,500.00
PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 94%
ESTIMATED PERCENT: ~~OVERRUN~~ UNDERRUN 5.6 %
PERCENT OF AUTHORIZATION: 98 %
DATE PROJECT WAS COMPLETED: October 22, 1981

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.	Concrete Work
n/a	100%	100%	100%	100%		100%

	GRADING	Line Treat SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	0.59	0.59			0.59
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)	4,018 CY	14,500 SqYd			2,750 Ton
TOTAL QUANTITIES CORRECTED TO DATE	3,525 CY	14,347 SqYd			2,649 Ton
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	"	"			"
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

None.

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.					
PERCENT					

RECEIVED
NOV 10 1981
CONSTRUCTION BRANCH
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	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY				Day count stopped 10/22/81. All project field work
TUESDAY				completed 11/6/81.
WEDNESDAY				
THURSDAY				FINAL WEEKLY REPORT.
FRIDAY				
SATURDAY				

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	No activity.
MONDAY	Same
TUESDAY	Same
WEDNESDAY	Same
THURSDAY	Final Inspection held.
FRIDAY	Contractor completed minor clean-up work.
SATURDAY	No activity

REMARKS

Contract final inspection held 11/5/81, attended by G. Wimer, B. Kappus(FHWA), D. Shea and M. Sutter (City of Dallas), and D. Gordon and C. Vandenberg (Contractor).

The majority of the semi-final estimate submitted 11/1/81 the remained to be submitted the second week in November. Waiting for submission of PR 47 by contractor to complete.

The project XXXXXXXXXXXX work is completed; this is the LAST WEEKLY REPORT being submitted.

SIGNED LOCATION Salem

DISTRIBUTION: Construction (3), Region, file.
PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED SUBMIT 3 COPIES

SP-F216

9239

City of Dallas Office of the City Manager

January 6, 1981

D. E. Swan
Operation Programming Engineer
Department of Transportation
Transportation Building
Salem, Oregon 97310

Dear Mr. Swan:

At a meeting of the Dallas City Council on Monday, January 5, 1981, a motion was unanimously approved to proceed with the Rowell Street-LaCreole Drive (Dallas) Section, FAU 6120 (Hankel Street).

The City Council also authorized the filing of a limited Power of Attorney Local Government Investment Pool, representing the City's advanced deposit of $214,200. The City will make the necessary arrangements in the State Treasurer's office for the deposit in the Local Government Investment Pool. I am enclosing a copy of the prescribed form for your files.

Thank you for your continued cooperation in this project. We look forward to now seeing it to its successful completion.

Yours very truly,

Howard D. Brandvold
City Manager

HDB/dmy

P.O. BOX 67 • DALLAS, OREGON 97338 • TELEPHONE (503) 623-2338

LIMITED POWER OF ATTORNEY
LOCAL GOVERNMENT INVESTMENT POOL

The CITY OF DALLAS (Local Government Unit) hereby appoints the Investment Manager of the Oregon State Excess Fund, as attorney in fact for it and said officer shall have the power of attorney to negotiate warrants made payable to the Oregon State Department of Transportation, Highway Division and delivered to said officer by either H. S. Coulter, State Highway Engineer; Vernon E. Skoog, Highway Division Controller; Frank R. Griffin, Highway Division Assistant Controller; or Richard Hacek, Highway Division Assistant Controller for the State of Oregon, for the purpose of depositing the proceeds of such warrents to the account of the Oregon State Department of Transportation, Highway Division, with the Oregon State Treasurer.

The CITY OF DALLAS (Local Government Unit) has deposited with the State of Oregon Investment Pool the sum of $ 214,200.00 . The purpose of this deposit is to create a fund from which to pay its share of the cost of certain improvements to be made in connection with the improvement (Project Name)

project for Rowell to LaCreole Drive (Dallas) Section FAU 6120

(Hankel Street)

By this document it authorizes the Highway Division of the State of Oregon, Department of Transportation to draw on the account created by this instrument for the purposes above stated with the State Excess Fund. The authorized signatures of withdrawal will be one of any of the following: H. S. Coulter, Vernon E. Skoog, Frank R. Griffin, or Richard J. Hacek. The signature of either upon a voucher in a form acceptable to the custodians of the State Investment Pool shall constitute proper authority for the withdrawal of money up to the total amount of the deposit identified above.

The authorized signatures of the above individuals shall be furnished by the Highway Division of the Department of Transportation to the State Treasury Department.

This power of attorney was authorized by Dallas City Council (Local Government Unit)

this 5th day of January , 198 1 by a vote of the majority of a quorum of its governing body.

City Manager

Form No. 734-1812(2-80)

9239

1-5-81

DALLAS-

Don, Phil & I attendel meeting of Dallas City Council. The Hankle Street project funding & assessments drew heated discussion from most of the property owners adjacent to the street. Two owners were assessed $28,000 & 22,000 each. Council will try to extend to 20 year payback to ease monthly payments. City charter has know provision for remonstrance by property owners even in opposition is 100%.

Council authorized the City Manager to transfer funds to the Local Government Investment Pool in the amount of $214,200 for the Hankle St. project.

We will award contract when notified that funds are in Investment Pool.

9239

City of Dallas Office of the City Manager

December 30, 1980

D. E. Swan
Operation Programming Engineer
Department of Transportation
Highway Division
Transportation Building
Salem, Oregon 97310

Dear Mr. Swan:

This is in response to your letter dated December 18, 1980 regarding the improvement project for Rowell Street-LaCreole Drive (Dallas) Section, FAU 6120 (Hankel Street).

Your letter suggests two things we would like to have you consider amending. (1) City of Dallas water projects in the amount of $10,000 will be improved and accomplished by City of Dallas forces without reimbursement from State and Federal funds. Estimated amount $10,000. (2) Because of the size of the project, it is requested that the Federal share be reduced from 88% to 82% of the total project cost and that the State participation in the project be increased from 6% to 9%.

At a meeting of the Dallas City Council on Monday, January 5, 1981, I anticipate favorable action by the City Council to proceed with the project. I would appreciate a response from you to amend the figures as presented in your letter of December 18, 1980 prior to the Council meeting on Monday, January 5. As soon as my Council accepts the project, we will make the City's advanced deposit to the State.

Yours very truly,

Howard D. Brandvold
City Manager

cc: Phil Stearns

Amended figures handed to City 12-31-80 G

P.O. BOX 67 • DALLAS, OREGON 97338 • TELEPHONE (503) 623-2338

Office of the City Manager

December 30, 1980

Jim Dixon
Right of Way Agent
Oregon State Highway Department
East Highway Building
Salem, Oregon

Re: Rowell Street-LaCreole
Drive (Dallas) Section,
FAU 6120 (Hankel Street)

Dear Mr. Dixon:

The City of Dallas would like to request amendment of the contract between the City and State regarding the right of way acquisition on the subject project, due to the fact the City of Dallas had acquired the necessary right of way to accomplish the project.

The effect of this request would be that the City's share of the project cost will pay for the expenditures by the State, to date, for the right of way acquisition, in lieu of using any Federal or State monies.

yours very truly,

Howard D. Brandvold
City Manager

HDB/dmy
cc: D. E. Swan

9239

12-30-80
G

DALLAS

ALLOCATED $278,441
PLUS 5 YEAR ADVANCE 171,725
F.A. FUNDS AVAILABLE – $450,166

OBLIGATED:
T-M-5009 KINGS VALLEY HWY. 78,252✓
P.E. – HANKEL ST. 35,000✓
F.A. FUNDS OBLIGATED – $113,252

F.A. FUNDS AVAILABLE $450,166
F.A. FUNDS OBLIGATED 113,252
BALANCE 336,914

STATE SHARE: $\frac{\$336,914}{82\%} \times 9\% = 36,978$

TOTAL STATE & FEDERAL = $373,892
ESTIMATED TOTAL COST = 588,049
CITY SHARE = $214,157
ROUNDED = $214,200

12-30-80
cc: City of Dallas
Stearns

9239

December 18, 1980

ACE

City of Dallas
P.O. Box 67
Dallas, Oregon 97338

Attn: Howard D. Brandvold
City Manager

Gentlemen:

On December 18, 1980 the Highway Division received a satisfactory bid from Wildish Corvallis Construction Co., P.O. Box 987, Corvallis, Oregon 97330 for Rowell Street-LaCreole Drive (Dallas) Section, FAU 6120 (Hankel Street). We anticipate the construction cost to be:

Contractor's Bid		$516,104.58	
Additional Anticipated Items:			
Permanent Signing	$ 500.00		
Permanent Pavement Striping	1,000.00		
Roadside Seeding & Mulching	500.00		
~~City of Dallas Water~~	~~10,000.00~~	~~12,000.00~~	$2,000
SUBTOTAL		~~$528,104.58~~	$518,104.58
4 1/2% Contingencies		~~23,764.71~~	23,314.71
9% Engineering		~~47,529.41~~	46,629.41
ESTIMATED TOTAL COST		~~$599,398.70~~	$588,048.70
Less:			
Federal Funds	~~$308,000.00~~	336,914	
State Share	~~21,000.00~~	36,978	
		~~$329,000.00~~	373,892
BALANCE (CITY SHARE)		~~$270,398.70~~	214,156.70

By rounding the City's Advance Deposit will be ~~$270,400.00.~~ $214,200

We will award the contract when we receive your Advance Deposit, which should arrive no later than January 9, 1981.

The attached sheet describes the three options for making your advance deposit. Please select the option you desire and submit your advance deposit according to the instructions.

Very truly yours,

D. E. Swan
Operation Programming Engineer

KEH:pf
Attachment
bcc w/AD # 851: Phil Stearns, Region 2 Federal Aid Engineer
Vern Skoog - Please return completed AD # 851 when advance deposit is received.

9239 2.

STATE OF OREGON
HIGHWAY DIVISION - ODOT

INTEROFFICE MEMO

TO: FILE

DATE: December 15, 1980

H.S. Coulter

FROM: H. S. Coulter
State Highway Engineer

SUBJECT: Footpaths and Bicycle Trails
December 18, 1980 Bid Letting

This is an informational report to document the Highway Division's action taken with regard to establishing footpaths and bicycle trails as set forth in ORS 366.514. Bids will be opened December 18, 1980 on the following projects:

1. Santiam Highway @ Clay Street (Albany)
   Santiam Highway, Linn County
   Traffic Signals

   Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

2. Pine Creek (Main Street) Bridge
   Main Street, Weston, Umatilla County
   Structure Repair
   Repair of existing structure

   Same as No. 1.

3. Scholls Highway @ S.W. Nimbus Avenue
   Scholls Highway, Washington County
   Traffic Signals

   Same as No. 1.

4. Cascade Highway South @ Warner/Milne Road
   Cascade Highway South, Clackamas County
   Grading and Paving
   Six-foot sidewalks with curb cuts and ramps provided for pedestrian and bicycle traffic

5. Pacific Highway-Main Avenue (Canyonville)
   East 1st Street, Douglas County
   Paving
   Five-foot sidewalks with curb cuts and ramps provided for pedestrian and bicycle traffic

Contains Recycled

6. Fossil Creek-Bone Creek
John Day Highway, Grant County
Grading and Paving
Minor realignment and overlay
Twelve-foot travel lanes with four-foot shoulders

Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(c), which states, "footpaths and trails are not required to be established . . . where sparsity of population, other available ways or other factors indicate an absence of any need for such paths and trails."

7. Diversion Canal (Joe Wright, Reeder and Spring Lake Roads) Bridges
County Roads, Klamath County
Structures
Thirty-two-foot roadway available on structures and approaches

Same as No. 6.

8. Poodle Creek Road
Florence-Eugene Highway, Lane County
Grading, Paving and Structure
Structure widening and left-turn lane construction
Four-foot shoulders provided for pedestrian and bicycle traffic

Same as No. 6.

9. Little Luckiamute River (Smith Road) Bridge
Smith Road, Polk County
Structure
Bridge replacement project. Twenty-eight-foot roadway on structure and aggregate approaches

Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(b), which states, "footpaths and trails are not required to be established . . . if the cost of establishing such paths and trails would be excessively disproportionate to the need or probable use."

10. Rowell Street-LaCreole Drive (Dallas)
Hankel Street, Polk County
Grading and Paving
Twelve-foot travel lanes with eight-foot parking lanes. Five-foot sidewalks on each side provided for pedestrian and bicycle traffic

11. Wallace Bridge - Upper Salt Creek Road
Willamina-Salem Highway, Polk County
Grading and Paving and Structure
Overlay and widening. Five-foot shoulders to be striped and signed as "Narrow Bike Lane."

12. Elgin-Minam River Road
Wallowa Lake Highway, Union County
Grading and Paving
Overlay and Widening
Five-foot sidewalks in urban area provided for pedestrian and bicycle traffic. Four-foot shoulders provided on remainder of project.

13. Mosier/The Dalles Highway-W. 8th Street (The Dalles)
Snipes Street W., Wasco County
Grading and Paving
Five-foot sidewalks provided for pedestrian and bicycle traffic

RPS:ge

cc: E. S. Hunter
D. G. Talbot
L. E. George
F. E. Terpin
George Bell
Don Harwell

9239

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

11-25-80

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. -6120(1)

STATE PROJECT NO. See below

FROM:
G.L. Green, Division Administrator
FHWA - Oregon Division

PROGRAM NO.

ITEM NO. 80243

COUNTY NAME Polk

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
DEC 5 -'80
REFER TO Moehring
FOR

12.5
orig

DATE PS&E APPROVED 11/25/80	DATE AUTHORIZATION EFFECTIVE 11/25/80	FEDERAL ROUTE NUMBER FAU 6120	STATE ROUTE NUMBER City Street

GENERAL LOCATION:

Main Street - La Creole Drive (Dallas)

GENERAL DESCRIPTION OF WORK:

Grade and pave

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☒ PREPARATION Permanent Pavement Striping SF $1,000
☐ OTHER (Specify) Temporary Erosion Control $500

☐ ACQUISITION OF RIGHT-OF-WAY
☒ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

After concurrence in award you are authorized to proceed with those items listed above as shown in your Estimate.

Mr. Swan's 11/21/80 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $718,700 Federal Funds $453,281.

A signed copy of the Title Sheet is returned herewith.

DATE 11/25/80	SIGNATURE OF APPROVING OFFICIAL G. K. Hessner	TITLE for Division Administrator

FORM PR-1240 (REV. 8-70)

EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U. S. GOVERNMENT PRINTING OFFICE: 1978-031-098

9239

10-20-80

Section Rowell St. - Lacreole Dr. (Dallas) Sec.
Programming Estimate $ 731,000

Highway City St. (Hankel St.)
Project Length 0.59

County Polk
Completion Time 275 Cal. Days

Kind of Work Grade & Pave
Est. Comp. Date 9-22-81

Prefix 327-1957
Letting Date NOV 20, 80
Project No. M-6120 (1)

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount . . . . $ 631,960 00

Anticipated Additional Items:		
Royalty Payment.		
Permit Fees		
Slide Correction		
Railroad Protective Costs		
Other Railroad Costs		
Permanent Signing	500	
Permanent Pavement Striping	1,000	
Temporary Pavement Striping.		
Remove Pavement Striping (Exist. & Temp.) . . .		
Temporary Erosion Control		
State Furnished		$ 12,000 00
Roadside Seeding & Mulching	500	
Asphalt Cement Adjustment		
On the Job Trainees		
State Responsibility for Damages		
Signal Controller Testing (Engineering) . . .		
Bikeway Signs		
Furnish Mailbox Posts		
Adjust Utilities:		
City of Dallas Water	10,000	

Subtotal	$ 643,960 00
Contingencies (4-1/2%)	28,978 20
Engineering (~~8~~, [✓ 9], ~~10~~%)	57,956 40
Subtotal	$ 730,894 60
Credit for	
Estimated Net Authorization, Construction	$ 730,894 60

APPROVED

CC: PHIL STEARNS

Road Design Engineer

OREGON STATE HIGHWAY DIVISION
SUMMARY--BID SCHEDULE--COST ESTIMATE

Sheet 1 of 2
Date ~~9/9/80~~ 10/2
County Polk
tion Rowell St. - Lacreole Dr. (Dalles)
ind Of Work Grading and Paving Length 0.59 Name B. Barg
10-7-80

No	Item	Code	Unit	Quant.	Unit Cost	Tot
	Mobilization		Lump Sum	All	(8%) Lump Sum	47,00
	Temporary Protection and Direction of Traffic		Lump Sum	All	Lump Sum	9,300
	Temporary Signs		Sq. Ft	383	6.00	2,298
	Temporary Barricades		Each	16	100.00	1,600
	Flag men		Hour	400	23.50	9,400
	Roadwork					
	Removal of Structures and Obstructions		Lump Sum	All	Lump Sum	5000
	Ditch Excavation		Cu. Yd.	350	10 –	3,500
	General Excavation		Cu. Yd.	4018	7 –	28,126
	Trench Excavation		Cu. Yd.	6469 ~~6,472~~	10 –	64,69
	Finishing Roadbed and Slopes		Lump Sum	All	Lump Sum	1000
	Furnishing and Placing Topsoil		Cu. Yd.	110	12.00	1,320
	Lime Treated Subgrade		Sq. Yd.	14,500	2.50	36,25
	Lime for Treated Subgrade		Ton	300	85 –	25,50
	Class B Asphalt Concrete		Ton	2,750	28.50	78,37
	3/4"-0 Aggregates in Prime Coat		Cu. Yd	105	16 –	1,680
	MC-250 Asphalt in Prime Coat		Ton	20	200 –	4,000
	6-inch Sewer Pipe		Lin. Ft.	12 ~~16~~	15 –	180
	8-inch Sewer Pipe		Lin. Ft.	290	9 –	2,610
	12-inch Sewer Pipe		Lin. Ft.	214	16 –	3,424
	15-inch Sewer Pipe		Lin. Ft.	628	17 –	10,67

OREGON STATE HIGHWAY DIVISION
SUMMARY--BID SCHEDULE--COST ESTIMATE

Sheet 2 of 2
Date 10-14-80

on Rowell St. - Lacreole Dr. (Dallas)
County Polk

d Of Work Grading and Paving
Length 0.59
Name B. Bergstedt

No	Item	Code	Unit	Quant.	Unit Cost	Total
	18-inch Sewer Pipe		Lin. Ft.	1132	22-	✓ 24,904
	21-inch Sewer Pipe		Lin. Ft.	56	30-	1,680
	~~24-inch Sewer Pipe~~		~~Lin. Ft.~~			
	27-inch Sewer Pipe		Lin. Ft.	16	38-	608-
	30-inch Sewer Pipe		Lin. Ft.	40	41-	1640
	48-inch Sewer Pipe		Lin. Ft.	1,676	79-	132,404
	Concrete Manholes, 10 Feet or Less Deep		Each	11	1,500	16,500
	Concrete Manholes Over 10 Feet Deep		Each	2	2,500	5,000
	Concrete Inlets, Type CG-2		Each	21	550	11,550
	Concrete Walks		Sq. Yd.	2,400	15-	36,000
	Concrete Driveways		Sq. Yd.	650	22-	14,300
	Concrete Curbs		Lin. Ft.	6,050	5-	30,250
	Extra for Asphalt Approaches		Each	5	200	1,000
	Rock Gabion		Cu. Yd.	142	85	12,070
	Adjusting Manholes		Each	10	250	2,500
	Reconstructing Concrete Manholes		Each	5	750	3,750
	Setting Mailbox Standards		Each	15	125.00	1,875

Dallas

ENVIRONMENTAL REVIEW CHECKLIST

ALL CLEAR 10/22/80
Donald L Dant

Bill

Dec 18
~~November 20,~~ 1980 Bid Letting ____________ All Clear Deadline

SECTION Rowell St.-LaCreole Dr. (Dallas)
Highway ____________
County Polk Region 2
Type of Work Grade-Pave Funds FAUS
State ___ Consultant ___ Plans Avail. ___ Yes ___ No

	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR
DOCUMENTS:					
EIS	☒	☐	☐	☐	☐
Negative Declaration	☒	☐	☐	☐	☐
Project Assessment	☐	☒	☐	☐	☒
Write-off Letter	☒	☐	☐	☐	☐
PERMITS:					
Division of State Lands	☒	☐	☐	☐	☐
D.O.G.M.I.	☒	☐	☐	☐	☐
Corps of Engineers	☒	☐	☐	☐	☐
Coast Guard	☒	☐	☐	☐	☐
Co. Conditional Use	☒	☐	☐	☐	☐
NPS Air Pollution	☒	☐	☐	☐	☐
NPS Water Pollution	☒	☐	☐	☐	☐
CULTURAL:					
Cultural Survey	☐	☒	☐	☐	☒
Cultural Salvage	☒	☐	☐	☐	☐
NOISE:					
Noise Study	☐	☒	☐	☐	☒

9259

10-21-80

U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. M [illegible]20(1)

STATE PROJECT NO. See below

COUNTY NAME Polk

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

FROM:
G.L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO. 80243

TO:
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
OCT 24 '80
REFER TO Mehring
FOR
Info Inves R/D D/R Sign Act File

10-24
orig

DATE PS&E APPROVED

DATE AUTHORIZATION EFFECTIVE 10/21/80

FEDERAL ROUTE NUMBER FAU 6120

STATE ROUTE NUMBER City Street

GENERAL LOCATION:
Main Street - La Creole Drive (Dallas)

GENERAL DESCRIPTION OF WORK:
Program Change

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION

☒ OTHER (*Specify*) Program Change
See Below

☐ ACQUISITION OF RIGHT-OF-WAY

☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's letter of 10/20/80 I approve the program change adding utility adjustments to the character of proposed work (type code Y060)

DATE 10/21/80

SIGNATURE OF APPROVING OFFICIAL

TITLE for Division Administrator

FORM PR-1240 (REV. 6-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U. S. GOVERNMENT PRINTING OFFICE: 1975-631-988

9239

10-21-80

L.

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. 6120(1)

STATE PROJECT NO. See below

FROM: G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO. 80243

COUNTY NAME Polk

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
OCT 24 '80
REFER TO Maelwing
FOR
Info | Inves. | R/D | D/R | Sign | Act | File

10-24
orig

DATE PS&E APPROVED

DATE AUTHORIZATION EFFECTIVE 10/21/80

FEDERAL ROUTE NUMBER FAU 6120

STATE ROUTE NUMBER City Street

GENERAL LOCATION:

Main Street - LaCreole Dr. (Dallas)

GENERAL DESCRIPTION OF WORK:

Utility adjustment

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY

PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION

☒ OTHER (*Specify*) utility adjustment

☐ ACQUISITION OF RIGHT-OF-WAY

CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's letter of 10/8/80 you are now authorized to proceed with the actual adjustments of the water facilities for the City of Dallas. Reimbursement on an actual cost basis estimated to be $5,952 - FF. $5,105 is approved. I approve the agreement with the City of Dallas.

Approval and participation for the eligible portion of the work authorized above is subject to the provisions of the Federal-Aid Program Manual.

DATE 10/21/80

SIGNATURE OF APPROVING OFFICIAL

TITLE for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED.

☆ U. S. GOVERNMENT PRINTING OFFICE: 1975-631-886

9239

REGION 2 OFFICE MEMO

Date 10-21-80

Subject Rowell St. — LaCreole Dr. (Dallas) Section
Hankle St.
File No. 327-1957

Received (call) (visit) from

Address

Phone

Made [✓ (call)] (visit) to Dave Shea, D.P.W.

Reason for contact and general discussion Advised him present estimate is $731,000 ± for subject project. Asked if City wished to borrow five years advance FAU. He responded affirmatively and said he thought this had been requested previously. (I have no record of request in my file)

Signature Phil Shea

cc: LPU

City has $360,000 of own funds. Will need the rest in Federal and state funds ~S

TOTAL = 731,000
88% FED = 347,319
6% ST = 23,681
CITY = 360,000

9239

L.

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO 6-2

October 20, 1980

TO: G. L. Green, Division Administrator
Federal Highway Administration

FROM: D. E. Swan
Operation Programming Engineer

SUBJECT: Program Change
Item No. 80243
Project No. M-6120(1)
Main St.-LaCreola Dr. (Dallas) Section
Polk County

I request your approval of a program change to add the "Utility Adjustment" phase of work, with construction type code Y060, and authorization to proceed with the work at an estimated total cost of $5,952.14 with an obligation of $5,105.15 in Federal (85.77%) funds.

This request is initiated to expedite the adjustment of the City of Dallas water facilites to avoid conflict with the prime contractor during construction of the project.

Support data for the work was forwarded under my memorandum of October 8, 1980.

JLG:bke

cc: General Files

Form 734-3122

OREGON STATE HIGHWAY DIVISION
117 DOT Building
Salem, Oregon 97310
7239

9-16-80

Highway # 727
Prefix 327-1957

Attention: Right-of-Way Section

Subject: Federal Aid Project No.
Project Name Rowell St. – LaCreole Dr. (Dallas)
Hankel St.

Regarding the above referred to federal aid project, we hereby certify that to the best of our knowledge and belief:

A. Existing Right-of-Way

☐ 1. All construction can be accomplished completely within the existing right-of-way. This existing right-of-way was acquired prior to January 2, 1971.

B. New Right-of-Way

☒ 1. This project required additional right-of-way purchased after January 2, 1971. Right-of-way, easements, or rights-of-entry required for this project have been secured in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, and all incidental charges related to the transfer of property will be paid by the city in accordance with said Act.

☒ a. There has been no displacement of persons from residences, farms or businesses.

OR

☐ b. There has been displacement of persons from either residences, farms or businesses and in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, displaced persons, businesses, or farm operations have been provide relocation payments, if eligible, and relocation assistance. Displaced individuals or families have been relocated to decent, safe and sanitary housing or have been offered decent, safe, sanitary and fair housing immediately available on the open market.

C. Utilities

☒ 1. The occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to federal aid project have been authorized by permit, franchise, or other approved procedure.

Signed at Dallas, Oregon, this 16th day of September, 1980

City of Dallas

Certified By:

Regional Right-of-Way Supervisor
Date 11/18/80

Gwen Van Den Bosch
Mayor

City ~~Recorder~~ Manager

RECEIVED
SEP 19 1980
DISTRICT 1
R/W. OFFICE

Instructions: Complete A or B and
R/W File No. ________
Rev. 1/76

9239

4-24-80

OREGON STATE HIGHWAY DIVISION
QUANTITY SUMMARY & COST ESTIMATE

Sheet ____ of ____ Sheets

Section ROWELL ST - LACREOLE DR (DALLAS)
Highway Hankel St. County Polk Prefix 327-1957
Length ______ Miles 0.58 Designer Don Haynes Date ______
Signed ______ Title ______

Grading & Drainage		$
Surfacing	Total - Contract Bid Items	$ 586,210
Extra Work		
Permanent Signing	$ 1,000.00	
Permanent striping	$ 1,000.00	
Temporary Signing	$ 1,000.00	
	$	
	$	
	$	
	$	
	$	
	$	
	$	
TOTAL EXTRA WORK		$ 3,000
TOTAL		$ 589,210
+20 % Engineering and Contingencies	+13,	$ 117,842
Structures		
	$	
	$	
	$	
	$	
TOTAL STRUCTURES		$ –
Right of Way		$ –
TOTAL ESTIMATED COST		$ 707,052

April 24, 1980

cc: Phil Stearns

Rec'd 4-24-80
H

[illegible] and [illegible] Cost Estimate - Date 4-24-80

Section ROWELL ST[illegible] LACREOLE DR (D[illegible]LLAS) County POLK

Of Work Grading, Paving Length 0.58 Name Don Haynes

No	Item	Code	Unit	Quant.	Unit Cost	Total
	Mobilization	8%	All	All		43,425
	Temp. Prot. & Direct. of Traffic	[illegible]	All	All		8,400
	Temporary Signs	[illegible]	Sq. Ft.	357	6.00	2,142
	Temporary Barricades	[illegible]	Each	16	115.00	1,840
	Flagmen	[illegible] ?	Hour	300	21.00	6,300
	ROADWORK					
	Removal of Strs & Obst.		All	All	–	2500
	General Excavation		C. Y.	4,018	5.00	20,090
	Trench Excavation		C. Y.	6,472	8.00	51,776
	Ditch Excavation		C. Y.	350	5.00	1,750
	Finishing Roadbed & Slopes		Mile	0.59	–	1,000
	Watering		M-Gal	15	20.00	300
	Lime Treated Subgrade		Sq. Yd.	14,500	2.00	29,000
	Lime in Treated Subgrade		Ton	300	86.00	25,800
	Asphalt Concrete Mixture	[illegible]	Ton	2750	17.00	46,750
	Asphalt Cement in Mixture		Ton	180	195.00	35,100
	Asphalt in Tack Coat		Ton	1.2	500.00	600
	Aggregate in Prime Coat		C. Y.	105	20.00	2,100
	Asphalt in Prime Coat		Ton	19	200.00	3,800
	6-inch Sewer Pipe		Lin. Ft.	6	20.00	120
	8-inch Sewer Pipe			318	11.00	3,498
	12-inch Sewer Pipe		Lin. Ft.	164	18.00	2,952
	15-inch Sewer Pipe		Lin Ft	629	19.00	11,951
	18-inch Sewer Pipe		Lin. Ft	1132	24.00	27,168
	~~24-inch Sewer Pipe~~		~~Lin. Ft~~			

Section ______________________ County ______________

Of Work ______________________ Length ________ Name ______________

No	Item	Code	Unit	Quant.	Unit Cost	Total
	30-inch Sewer Pipe		Lin. Ft	40	44^{00}	1,760
	48-inch Sewer Pipe		Lin. Ft	1676	83^{00}	139,10
	Manholes		Each	10	1,500^{00}	15,00
	Conc. Inlets, Type "CG-2"		Each	21	650^{00}	13,650
	P.C. Concrete Walks		Sq. Yd.	2350	14^{00}	32,90
	P.C. Concrete Approaches		Sq. Yd	610	18^{00}	10,980
	P.C. Concrete Curbs, Type "C"		Lin. Ft.	6,025	4^{00}	24,100
	Adjust Manholes		Each	15	250^{00}	3,750
	Set Mail Box Posts		Each	32	75^{00}	2,400
	Rock Gabions		C. Y.	142	100^{00}	14,20

9239

L,

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

10 - 15 - 79

FEDERAL AID PROJECT NO. 120(2)

STATE PROJECT NO. See below

FROM:

G. L. Green
Division Administrator

PROGRAM NO.

ITEM NO. 80243

COUNTY NAME Polk

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer
Salem, Oregon

10-24
Orig

RECEIVED
STATE HWY ENGR
OCT 24 '79
REFER TO
Moehring
FOR
Info | Invst | R/D | D/R | Sign | Act | File

DATE PS&E APPROVED

DATE AUTHORIZATION EFFECTIVE 10-15-79

FEDERAL ROUTE NUMBER FAU 6120

STATE ROUTE NUMBER City Street

GENERAL LOCATION:

Rowell Street - LaCreole Drive (Dallas) Section

GENERAL DESCRIPTION OF WORK:

Right of Way

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY

PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION

☐ OTHER *(Specify)*

☒ ACQUISITION OF RIGHT-OF-WAY

CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's letter of 10-10-79 you are now authorized to proceed with all phases of right of way acquisition as shown on R/W Map 9B-16-18 (Parcel No. 50581 and 50624 thru 50656) for a TEC of $34,000 with Federal participation limited to $29,970. Federal participation is limited to that right of way actually incorporated in the final location of the subject project.

DATE 10-15-79

SIGNATURE OF APPROVING OFFICIAL G. K.

TITLE for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1975-721-818

9239

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

October 10, 1979

In Reply Refer to
File No.: PRO 6-2

TO G. L. Green, Division Administrator
Federal Highway Administration

FROM D. E. Swan
Operation Programming Engineer

SUBJECT Project Data Submission
Item No. 80243
Project No. M-6120(2)
Rowell St.-LaCreole Dr.(Dallas)Sec.
Polk County

Enclosed is data for the subject project.
I hereby request the following:

1) Authorization to proceed with the actual acquisition of right of way all phases at an estimated total cost of $34,000 with an obligation of $29,970 in federal funds. The right of way to be acquired is as outlined in red on the enclosed right of way map 9B-16-18 and no relocation assistance is involved.

CL:sr
cc: F. Lowe
G. Zehner ✓

✓ H

34-3122

Budget Bureau No. 41-R2

FORM PR-1
(REV. 4-61)

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O. 10-10-79

CARD 2	REPORT NUMBER (19) (20)	PROJECT LOCATION (45 typewriter spaces) 21 City St. Hankel St. (Dallas) 65	ADT	PRESENT 1,200 (66)	FUTURE 2,400 (70)	YEAR 99 (71) (72)	REGION 10
						STATE NAME	Oregon

CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) 28 Right of Way Acquisition 62	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)	PROJECT NUMBER PREFIX LETTER(S) 14 M-23	NUMBER 6120

CARD	CLASS OF FEDERAL FUNDS Urban System	COUNTY NAME Polk					
	NAME OF URBAN AREA 17-31 Dallas	ROUTE NO. U	FEDERAL-AID 6120	(32)	STATE City St.	(36) (37)	U.S. --

ESTIMATED PROJECT COST BY PHASES

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	CLASS	WORK TYPE	WORK STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS (88.15%)	STATE FUNDS	OTHER FUNDS
1	(14-15)	(16)	41	42	43 46	53		(54) (58)	(59) (66)	(67) (76)		
5					**PE**							
5					**ROW**		"Rowell St.-LaCreole Dr. (Dallas) Section"	0.58	34,000	29,970	2,015	2,015 (C
5					**CONST** (CODE)							

CARD 1	CODE 1	PREPARED BY C.L.	PROJECT TOTALS	0.58	34,000 (16) (23)	29,970 (24) (33)	2,015	2,015 (C
1	14	PROGRAM APPROVAL DATES					REMARKS	

Additional Data see
Project No. M-6120(1)

Budget Bureau No. 41-R2067; Approval Expires February 28, 196

FORM PR-1
(REV. 4-61)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

10-10-79

LOCATION (45 typewriter spaces) ity St. Hankel St. (Dallas)	ADT	PRESENT 1,200	FUTURE 2,400	YEAR 99	REGION 10	STATE NAME Oregon	STATE CODE 41	APPN CODE W32
								ITEM NO. 80243

RK (35 typewriter sition	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S) M-	NUMBER 6120	SEQ. NO. (2)	I. Projects Only POST MI.	DESIG.	

Urban System

Dallas

COUNTY NAME: Polk — CODE 053

ROUTE NO.: U — FEDERAL-AID: 6120 — STATE: City St. — U.S.: --

PROGRAM STAGE ☐ 1 OR ☐ 2

ESTIMATED PROJECT COST BY PHASES

RK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS (88.15%)	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
W		"Rowell St.-LaCreole Dr. (Dallas) Section"	0.58	34,000	29,970	2,015	2,015 (City)	
NST E)								ROW-55' normal access control-none Parking Restrictions none
C.L.		PROJECT TOTALS	0.58	34,000	29,970	2,015	2,015 (City)	

VAL DATES

REMARKS

Additional Data see item 80243
Project No. M-6120(1)

-over-

USCOMM DUSCOMM-DC 48905-P6

Rowell St. - LaCreole Dr.(Dallas) Section
PROJECT NO. M-6120(2)

Project Data: Work under this project consists of right of way acquisition all phases as required for the future construction necessary to widen the existing facility to provide for a 40 foot curbed roadway with sidewalks each side.

FHPM 4-1-4 Requirements: State Clearinghouse and District 2 Clearinghouse A-95 review approval letter dated September 18, 1979 and October 2, 1979 respectively.

Note: 1) This project is in Congressional District No. 1
2) No relocation assistance involved

9239

1

October 8, 1980

TO: Glen L. Green, Division Administrator
Federal Highway Administration

FROM: D. E. Swan
Operations Programming Engineer

SUBJECT: Water Facilities Adjustment
City of Dallas
Rowell St. LaCreole Dr. (Dallas) Section
FAU 6120 (Hankel Street)
Polk County
Project No. M-6120(1)

NOTED
E. S. HUNTER

RECEIVED
TECHNICAL SERVICES
OCT 9'80
REFER TO
FOR

Info	Invest	R/D	D/R	Sign	Act	File

Here is a copy of an estimate of cost to adjust the City of Dallas' water facilities dated September 29, 1980.

A certification prepared by Don Bedford as to the City's rights in the land occupied by their facilities is in our files.

The relocation of utilities is the responsibility of the City of Dallas, therefore, no conflict letter was required.

The conflict was originally anticipated. The Director of Public Works was advised verbally of the conflict as soon as it was known. The relocation agreement will, therefore, consist of verbal notification of conflict, the estimate and sketch submitted herewith and our letter authorizing them to proceed with the work.

An appropriate permit for the utility's proposed relocation will not be issued as the conflict is on City street right of way.

The State is not entitled to a credit for expired service life under the provisions of Paragraph 9b (1) (b) of PPM 30-4, as the relocation involves a segment of facilities less than one mile in length.

There will be no betterment derived from the proposed adjustment of the City's facilities.

Your approval of the actual cost agreement, as evidenced above, and authorization to proceed with the work under the provisions of PPM 30-4 and 30-4.1 is requested. Estimated cost to the State is $5,952.14.

DES/JMC/llr
Enc.
cc: E.S. Hunter ✓
Jack M. Cartwright
Rich Evans
Don Bedford

ROW 11

Dallas

STATE OF OREGON

INTEROFFICE MEMO

TO: Jim Dixon
Region 2 Right-of-Way Supervisor

DATE: September 29, 1980

FROM: J. B. Boyd
Right-of-Way Manager

SUBJECT: Monitoring Review
Rowell Street-La Creole Drive (Dallas)
Hankel Street
Polk County

In reviewing the Hankel Street report, I find that the City of Dallas has not complied with the requirement of notifying the property owner in writing of the amount of just compensation for their property. Before the project can be cleared for contract letting, the City of Dallas must complete this requirement.

Please inform the City of the requirement to notify each property owner in writing that he is entitled to just compensation, with the property owner's acknowledgment by his signature that although he understands that he cannot be required to sell his property for less than just compensation, he voluntarily agrees to do so.

JBB:VW:jc

cc: E. S. Hunter
J. H. Versteeg ✓

RECEIVED
SEP 30 1980
ROAD DESIGN SECTION

1 Versteeg ✓
Anderson
Christensen
2 Olson
Sullivan
Terpin
Trout
3 Wakerlig

Do Not File ☐
Return To
Bring Up __/__/__
Action

Contains Recycled Materials
81-125-1987

9239 L

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
Room 306, State Library Building
Salem, Oregon 97310, Phone: 378-3732
Toll Free Number - 1-800-452-7813

STATE A-95 REVIEW CONCLUSIONS

NOTED
H. S. COULTER

APPLICANT: OR DOT HWY DIV

PROJECT TITLE: Rowell St -- S.E. LaCreole Drive

DATE: September 18, 1979

RECEIVED
STATE HWY ENGR
SEP 20 '79
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File
						✓

The state has reviewed your project and reached the following conclusions:

☒ No significant conflict with the plans, policies or programs of state government have been identified ~~and your proposal is endorsed as presented.~~

☒ Relevant comments of state agencies are attached and should be considered in the final design of your proposal.

☐ Potential conflicts with the plans and programs of the state agency(s) have been satisfactorily resolved. No significant issues remain.

☐ Significant conflicts with the plans, policies or programs of state government have been identified and remain unresolved. The final proposal has been reviewed and the final comments and recommendations of the state are attached.

cc: G. L. Green
~~H.~~ S. Coulter
F. E. Terpin
J. B. Boyd
J. H. Versteeg
Gary Potter
W. J. Hart
Aeronautics Div.
B. L. Gifford
Reg. 2 Eng.
C. O. Fredrickson
Dist. 3 Eng.
R. A. Kuehn

NOTICE TO FEDERAL AGENCY

The following is the officially assigned State Identifier Number:

7908 2 840

This number should be used on all correspondence and particularly on SF 240 as required by OMB A-98.

BEN GIFFORD
8-20-79

A copy of this notification and attachments, if any, must accompany your application to the federal agency as required by OMB A-95. Comments of the appropriate local reviewing agencies will be submitted to you separately and must also be included.

PNRS #2

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

RECEIVED
AUG 23 1979
DIVISION OF STATE LANDS

Intergovernmental Relations Division
Room 306, State Library Building
Salem, Oregon 97310, Phone: 378-3732

PNRS STATE REVIEW

Project #: 7908 2 840 Due Date: SEP 14 1979

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have comment and the file will be closed

---

PROGRAM REVIEW AND COMMENT

To State Clearinghouse: We have reviewed the subject Notice and have reached the following conclusions on its relationship to our plans and programs:

( ) It has no adverse effect.

( ) We have no comment.

( ) Effects, although measurable, would be acceptable.

( ) It has adverse effects. (Explain in Remarks Section)

( ) We are interested but require more information to evaluate the proposal. (Explain in Remarks Section)

( ) Please coordinate the implementation of the proposal with us.

( ) Additional comments for project improvement. (Attach if necessary)

[illegible] (Please type or print legibly)

If the project would require the removal, fill or alteration of 50 cubic yards or more of material within the banks of the waterway(s), we urge the applicant to apply for state fill or removal permits well in advance of construction deadlines to prevent unnecessary project delays. Specific information on the need for permits may be obtained from the Division of State Lands' office at 1445 State Street, Salem, OR 97310. Phone 378-3805.

Thank you for the opportunity to comment on this project.

Agency______________________ By______________________

9239

8-31-79

STATE OF

DEPARTMENT OF T

STATE HIGHW

PLANS FOR PRO

ROWELL ST. - LACREOL

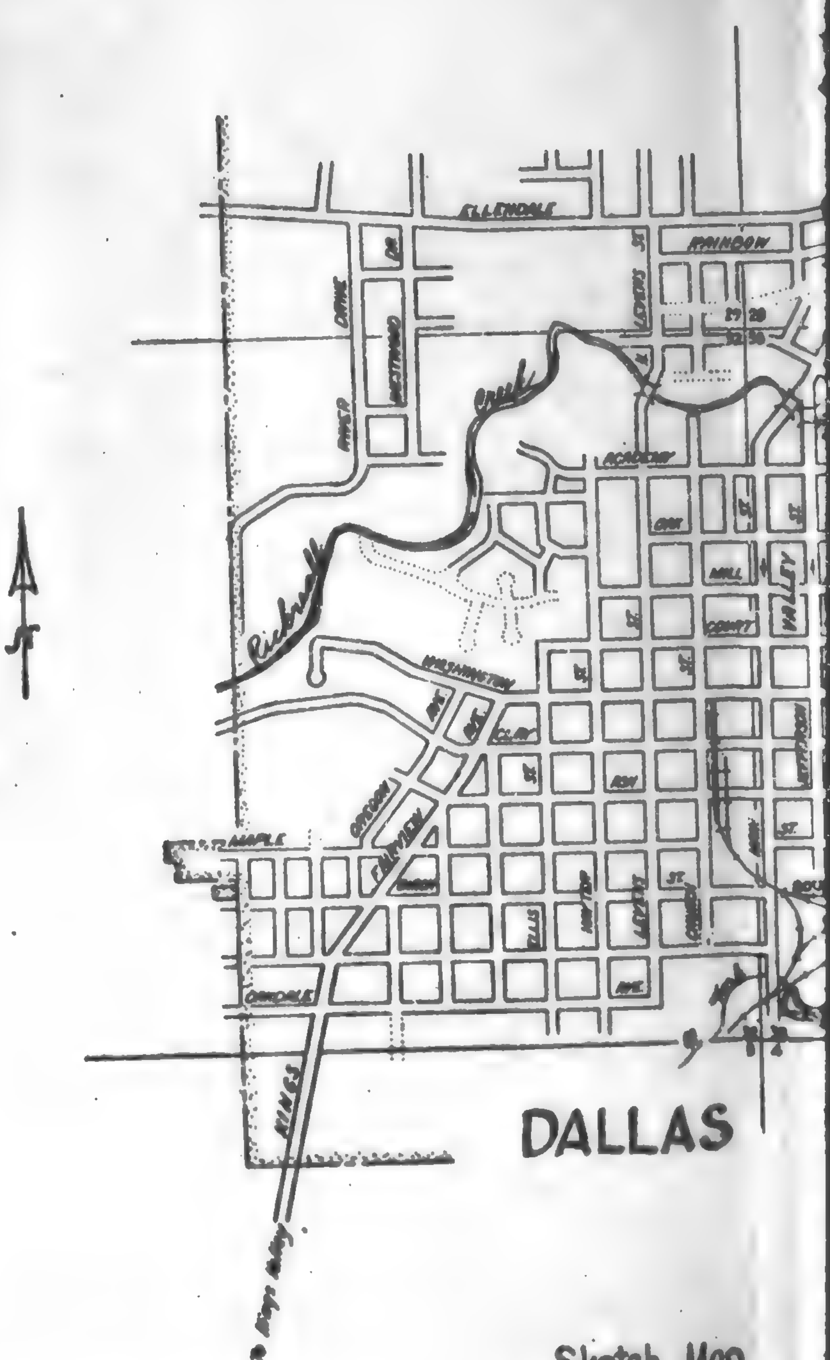
FAU 6120 (H

POLK C

SHEET NO.	DESCRIPTION
1	Title Sheet
2	Typical Sections & Summary
2A	Gabion Layout Details
2B,2C	Pipe Data
3,4,5	Plan & Profile
5A	Plan & Profile (Uglow St.)
6-9 Incl.	Plan & Profile

The temporary prot. & direction of traffic to be written in Specs

APPROVED
CITY OF Dallas
BY MAYOR Gwen Hamilton Bosch
BY ~~RECORDER~~ Manager
DATE August 31, 1979


ELLENDALE
RAINBOW
DRIVE
WESTWOOD
PASEO
LEVENS
Creek
Rickreall
LACADEMY
OAK
MILL
COURT
VALLEY
WASHINGTON
ELM
AVE
ORCHARD
FAIRVIEW
ASH
JEFFERSON
MAPLE
ELLIS
HOLMAN
LEVENS
ORCHARD
HAYES
DALLAS
To Kings Valley

Sketch Map

Scale 0 800 1600 Fe

Hillebrandt

Rowell St. ~ Lacreole Dr. (Dallas) Sec. FAU 6120 (Hankel St.) Polk County				Sheet No. 1
Fed. Road Div. No.	State	Project Number	Fiscal Year	Total Sheets
10	OREGON			See Index

E OF OREGON

OF TRANSPORTATION

IGHWAY DIVISION

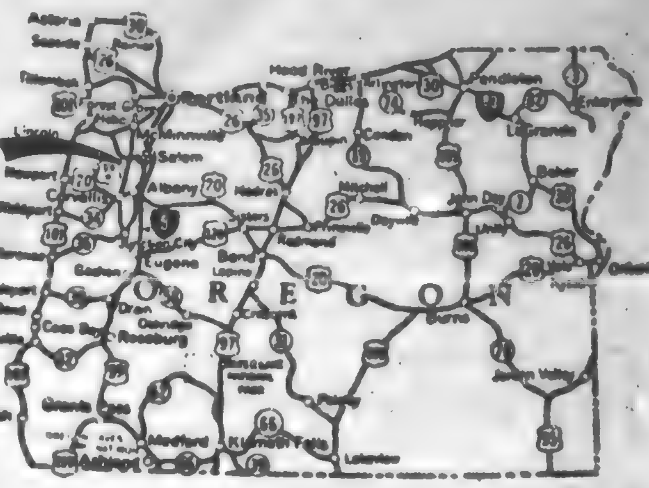
PRELIMINARY COPY
JUL 20 1979
SUBJECT TO CHANGE
FINAL DESIGN UNIT

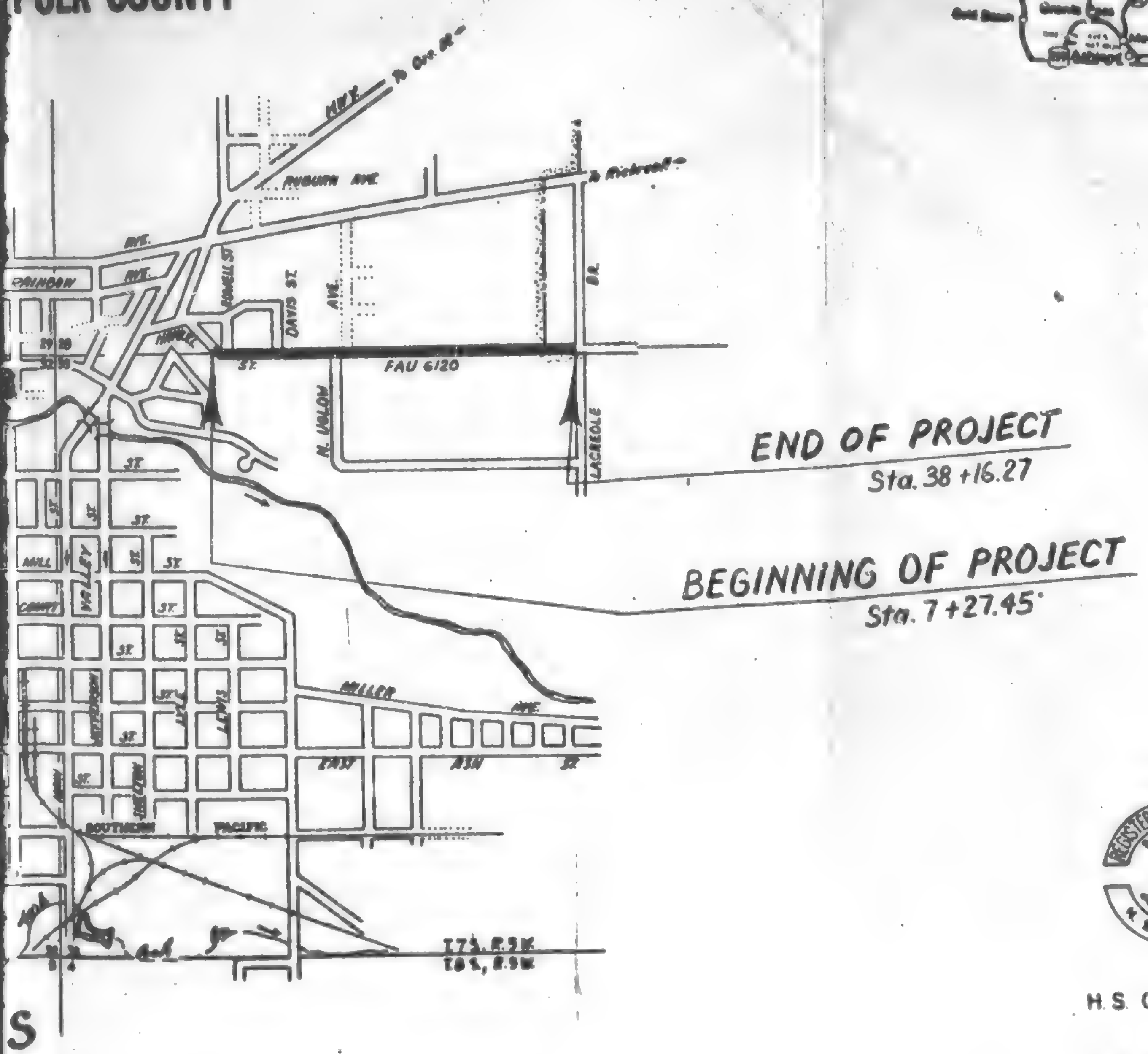
OR PROPOSED PROJECT

REOLE DR. (DALLAS) SEC.

120 (HANKEL ST.)

POLK COUNTY




HWY. To Ore. 22
AUBURN AVE.
To Rickreall
AVE.
RAINBOW
AVE.
ROWELL ST.
DAVIS ST.
AVE.
DR.
HANKEL
ST.
FAU 6120
N. UGLOW
LACREOLE
MILL
VALLEY
COUNTY
MILLER AVE.
EAST ASH ST.
SOUTHERN PACIFIC
T7S, R5W
T8S, R5W

END OF PROJECT
Sta. 38 +16.27

BEGINNING OF PROJECT
Sta. 7 +27.45

PRELIMINARY COPY
SUBJECT TO CHANGE

S

Map

1600 Feet

H. S. COULTER

E. S. HUNTER

H. S. Coulter — STATE HIGHWAY ENGINEER

E. S. Hunter — ASSISTANT STATE HIGHWAY ENGINEER

OREGON TRANSPORTATION COMMISSION
Anthony Yturri — CHAIRMAN
Tom Walsh — VICE CHAIRMAN
Gordon Coleman — COMMISSIONER
Peter J. Brix — COMMISSIONER
Michael P. Hollern — COMMISSIONER
Fred B. Klaboe — DIRECTOR OF TRANSPORTATION

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
APPROVED:
DISTRICT ENGINEER — DATE

R/W Map No.

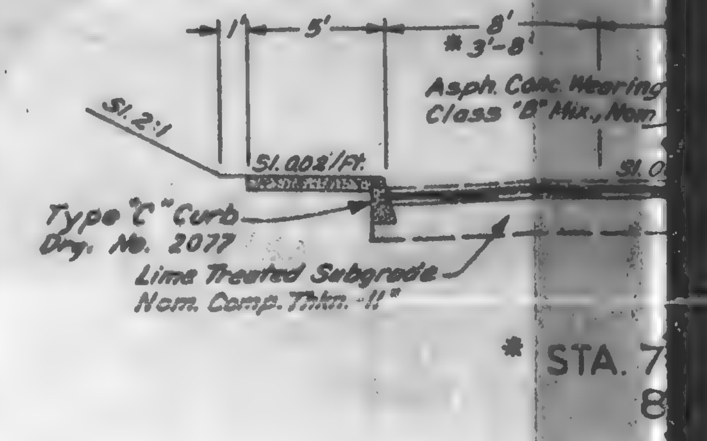
SUMMARY

ITEM	UNIT	QUANTITY	SEGREGATION OF QUANTITIES	

Item	Code	Unit	Quant.
Mobilization		Lump Sum	All
Temp. Prot. & Direction of Traffic		Lump Sum	All
Temporary Signs		Sq. Ft	179
Temporary Barricades		Each	4
Flagmen		Hour	300
ROADWORK			
Removal of Strs & Obstructions		Lump Sum	All
General Excavation		C. Y.	4,485
Trench Excavation		C. Y.	6,859
Ditch Excavation		C. Y.	220
Finishing Roadbed & Slopes		Mile	0.59
Watering		M-Gal	13
Lime Treated Subgrade		Sq. Yd.	14,350
Lime in Treated Subgrade		Ton	296
Asph. Conc. Mixture		Ton	2,710
Asphalt Cement in Mixture		Ton	176
Asphalt in Tack Coat		Ton	1
Aggregate in Prime Coat		C. Y.	105
Asphalt in Prime Coat		Ton	19
6-inch Sewer Pipe		Lin. Ft	6
12- " " "		"	2596
15- " " "		"	130
18- " " "		"	150
24- " " "		"	102
30-inch Sewer Pipe		Lin. Ft	44
48-inch " "		"	1,577
54-inch " "		"	142
Manholes		Each	7
Conc. Inlets Type "CG-2"		"	32
P.C.C. Walks		Sq. Yd	2,980
Concrete Approaches, Type "A"		"	610
Concrete Curbs Type "C"		Lin. Ft.	6,080
Adjust Manholes		Each	14
Setting Mailbox Posts		"	32
Rock Gabions		C.Y.	142

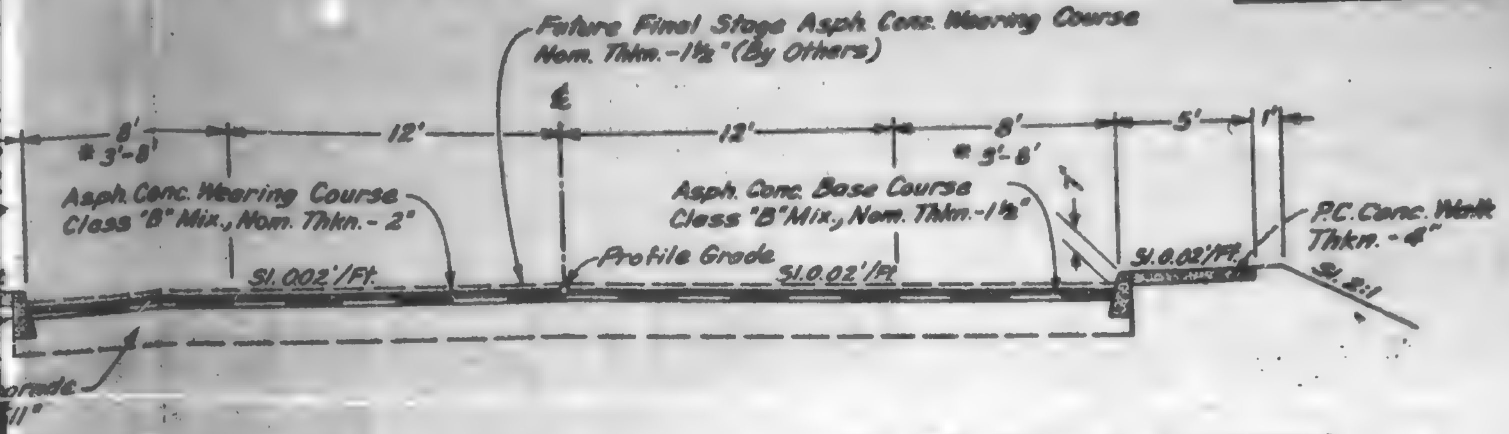
Stoudenmeyer - Haynes - Butts

TYPICAL

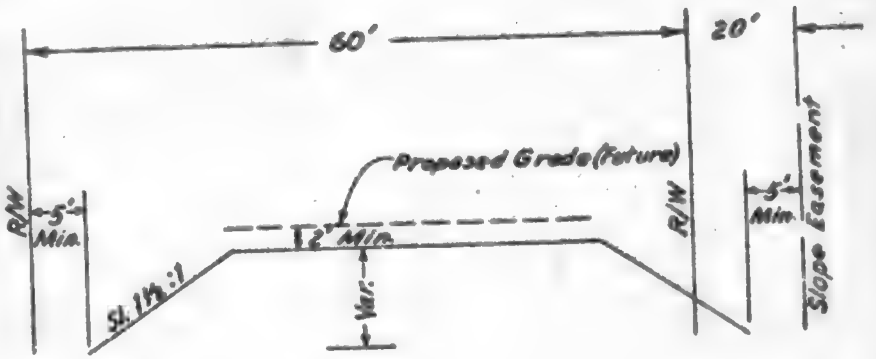

1'
5'
8'
* 3'-8'
Sl. 2:1
Sl. 0.02'/Ft.
Sl. 0
Asph. Conc. Wearing
Class "B" Mix, Nom
Type "C" Curb
Drg. No. 2077
Lime Treated Subgrade
Nom. Comp. Thkn. -11"
* STA. 7
8

CAL SECTIONS

ROWELL ST. - LACREOLE DR. (DALLAS) SEC. FAU 6120 (HANKEL ST.) POLK COUNTY				SHEET No. 2
FED. ROAD DIV. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
10	OREGON			See Index


Future Final Stage Asph. Conc. Wearing Course
Nom. Thkn. - 1½" (By Others)
℄
8'
* 3'-8'
12'
12'
8'
* 3'-8'
5'
1'
Asph. Conc. Wearing Course
Class "B" Mix., Nom. Thkn. - 2"
Asph. Conc. Base Course
Class "B" Mix., Nom. Thkn. - 1½"
P.C. Conc. Walk
Thkn. - 4"
Profile Grade
Sl. 0.02'/Ft.
Sl. 0.02'/Ft.
Sl. 0.02'/Ft.
Sl. 2:1
grade
11"

* STA. 7+27.45 P.C. To STA. 8+13.92 P.T. (Taper Section)
8+13.92 P.T. To 37+85


60'
20'
Proposed Grade (Future)
R/W
5' Min.
2" Min.
Var.
Sl. 1½:1
R/W
5' Min.
Slope Easement

STA 22+00 To STA. 24+00 (UGLOW ST.)

9239

to files

STATE OF OREGON

INTEROFFICE MEMO

Highway Division
DEPT.

TELEPHONE

TO: Jim Dixon
Region 2 R/W Supervisor

DATE: August 29, 1979

FROM: Adele L. Egan
Right of Way Office Unit Supv.

SUBJECT: Services Agreement 131
Main Street-LaCreole Drive
City of Dallas

MISC. CONTRACTS and
AGREEMENTS No. 6522

Attached is an original of the subject agreement for transmittal to the City and a copy for your files.

The project will be programmed.

✓' Sept 6

AE
mp
Attach.

cc: C. W. Head, w/orig.
Finance, Jim Kinns, w/c
C. O. Fredrickson, w/c
Local Gov't Programs, w/c
Title, w/c
Relocation, w/c

NOTED
C. W. HEAD

9239.

STATE OF OREGON **INTEROFFICE MEMO**

FAUS

DEPT TELEPHONE

TO: Jim Dixon
Reg. R/W Supervisor
REGION 2

DATE: August 27, 1979

FROM: Adele L. Egan
R/W Office Unit Supervisor

SUBJECT: File 50581 etc.
Rowell St.-LaCreole Dr. (Dallas) Sec.
Hankel St.
Polk County

Attached are two copies each of 34 original Option forms covering right of way to be acquired in connection with the Rowell St.-LaCreole Drive (Dallas) Section of Hankel Street in Polk County. This contract is scheduled for letting in the Fiscal First Quarter of 1981.

The distribution number to be used for the acquisition of these files has not been assigned.

Do not appraise or negotiate until notified by Frank Lowe.

Enclosed for your information are copies of the Authorization List and Mr. Wakerlig's letter of August 13, 1979.

We are forwarding under separate cover three printsof Map 9B-16-18 covering this area and bearing our date of August 27, 1979.

You will find the file number, name and area for each of the files on the attached sheet.

AC:nn
Enc. 34 Options, etc.
cc: C. O. Fredrickson
Appraisal/Auth. List
F. Lowe
Title
A. Riveness/Exhibit
Don Harwell

PROJECT MANAGEMENT BRANCH
ASHE ☐ STE ☐
PLE ☐ RE ☐ PR ☑
AUG 28 1979
REFERRED TO GARY
FOR
FILE: PM FA LG.

Oregon State Highway Department
DESIGN DIVISION

Sheet No. 1 of 2

AUTHORIZATION TO NEGOTIATE FOR RIGHT OF WAY

Highway Hankel City Street County Polk

Unit Survey Approved

Section Rowell Street-LaCreole Drive (Dallas) Sta. 6+00 Sta. 38+17.27

R/W Map No. 9B-16-18 — 52-22

Cost Distribution

		CONTROL ACCESS				ACTION					PURPOSE					
File No.	NAME	Complete	Limit Use	Limit Loc.	None	Purchase	Lease	Easement	Encroach	Sale	R/W	Stock Pile	Maintenance	Gravel Pit	Quarry	Park
50581	Woodrow and Bernice Jones 163				X	X					X					
50624	Edna G. Gordon, Wallace E. Gordon, & Marceil G. Larkin 56				X	X					X					
50625	Lee and Marilyn Suderman 936 1440				X	X		X			X	Slopes				
50626	Robert F. and Francis J. Lozowski 150 180				X	X		X			x	Slopes				
50627	Merle W. and Mary E. Hague 200 260				X	X		X			X	Slopes				
50628	Ronald E. and Candia L. Rich 260 240				X	X		X			X	Slopes				
50629	E. S. and Grace T. Dixon 255 300				X	X		X			X	Slopes				
50630	Harvey and Sylvia Wall [illegible]				X			X				Slopes				
50631	Ahmad Maskoot 335				X			X				Slopes				
50632	Clinton A. and Violet A. Lukins 340				X			X				Slopes				
50633	Charles A. and K. K. Scrabeck 400				X			X			Slopes & Drainage					
50634	Paul and Phyllis C. Wood 65 40				X	X		X			X	Slopes				
50635	Stohr and Sons 500				X	X		X				Slopes				
50636	Myra J. Kromer 504 157				X	X		X			X	Slopes				
50637	? [illegible]				X	X		X			X	Slopes				
50638	George W. and Wilda Mae Brichell [illegible]				X	X		X			X	Slopes				
50639	Oliver L. and Marilyn E. Peterson [illegible]				X	X		X			X	Slopes				
50640	Lester E. and Vivian L. Derksen [illegible]				X	X		X			X	Slopes				

Submitted W. H. Wakerlig W. H. Wakerlig Date AUG 13 1979
R/W Description Engineer

Approved .... Date ....
Assistant Design Engineer

Approved .... Date

Form E-283 (Rev. 12-68)

Oregon State Highway Department
DESIGN DIVISION

Sheet No. 2 of 2

AUTHORIZATION TO NEGOTIATE FOR RIGHT OF WAY

Highway Hankel City Street
County Polk
Unit
Survey Approved
Section Rowell Street-LaCreole Drive (Dallas)
Sta. 6+00 Sta. 38+17.27
R/W Map No. 9B-16-18 82-22
Cost Distribution

File No.	NAME	CONTROL ACCESS				ACTION					PURPOSE					
		Complete	Limit Use	Limit Loc.	None	Purchase	Lease	Easement	Encroach	Sale	R/W	Stock Pile	Maintenance	Gravel Pit	Quarry	Park
50641 ✓	Walter B. and Elsie M. Grazer .236 1097				X	X		X			X	Slopes				
50642 ✓	James R. and Beverly Jean Grazer .215 655				X	X		X			X	Slopes				
50643 ✓	M. T. and Dorothy Mae Toness .213 .23				X	X		X			X	Slopes				
50644 ✓	Thomas L. and Vicki L. Smith .213 166				X	X		X			X	Slopes				
50645 ✓	Juanita W. Vickery (Harry L. and Dolores M. Bonome, CP) .414 .497				X	X		X			X	Slopes				
50646 ✓	Faye Kuhre, et al .215 .215				X	X		X			X	Slopes				
50647 ✓✓	Robert L. Praegitzer and John Katchur .215 .895				X	X		X			X	Slopes				
50648 ✓	Verne D. and Agnes E. Clark .293 .255				X	X		X			X	Slopes				
50649 ✓	Clarence D. and Peggy F. Locke .435 .265				X	X		X			X	Slopes				
50650 ✓	Laurel C. and Ada Marie VanLieu .241 .292				X	X		X			X	Slopes				
50651	Archie F. and Shirley A. Schmidt .24 [illegible]				X	X		X			X	Slopes				
50652	Mark and Joni K. Minahan .241				X	X					X					
50653	Arnold H. and Rachel F. Brandt .241				X	X					X					
50654	Clifford S. and Doris M. Cook [illegible] .260				X	X		X			X	Slopes				
50655	Jack A. McMurchy .250				X	X					X					
50656	Ruth Naomi Bryant .270				X	X					X					

Submitted W. H. Wakerlig, R/W Description Engineer Date AUG 13 1979

Approved .... Assistant Design Engineer Date

Approved .... Date

9239 (#2) 2.

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

August 20, 1979

TO Executive Department
Federal Aid Coordination Unit

Mid-Willamette Valley Council
of Governments
200 Senator Bldg.
220 High St., NE
Salem, OR 97301

FROM D. E. Swan
D. E. Swan
Operation Programming Engineer

Noted
H. S. COULTER

SUBJECT Notice of Intent for Federal Aid Funds
State Admin. Dist. No. 3
Section: Rowell St.-S.E. LaCreole Dr. (Dallas)
Highway: S.E. Hankel St., City of Dallas
County: Polk

In accordance with Executive Memorandum 02-270-20, attached are copies of the Notices of Intent for the subject project.

Early programming of this project for advance planning in anticipation of future construction is necessary; therefore, your prompt attention to this proposal will be appreciated.

Allowing time for your review, we estimate the date of filing for federal aid funds on this project to be September 20, 1979.

BLG:dmc
Attachments
cc: G. L. Green, FHWA
H. S. Coulter ✓
F. E. Terpin
J. B. Boyd (2)
J. H. Versteeg (3)
Gary Potter
W. J. Hart
Reg. 2 Engr: C. O. Fredrickson
Dis. 3 Engr: R. A. Kuehn
Aeronautics Division
David Powers, Parks
B. L. Gifford

RECEIVED
STATE HWY ENGR
AUG 21 '79
REFER TO

FOR

Info	Inves	R/D	D/R	Sign	Act	File
						✓

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

NOTIFICATION OF INTENT TO APPLY FOR FEDERAL AID

For Internal Use Only	1-8] PNRS #	Page One

02 12] APPLICANT [45 — Department of Transportation
46] DIVISION [79 — Highway

03 12] APPLICANT ADDRESS STREET [45 — O'DOT Building
46] CITY [60 — Salem
76] ZIP [80 — 97310

04 12] CONTACT PERSON [45 — D. H. Moehring
46] AREA CODE [48 — 503
49] PHONE [55 — 378
56] EXTENSION [59 — 6563 [71

01 12] PROJECT TITLE — Rowell St.-S.E. LaCreole Dr. (Dallas)

11 12] PROJECT LOCATION—CITY — S.E. Hankel St. City of Dallas
PROJECT LOCATION—COUNTY — Polk
PROJECT LOCATION SEC: T: R:

SUMMARY PROJECT DESCRIPTION (ATTACH SUPPORTING DOCUMENTS AS NECESSARY—SEE INSTRUCTIONS ON BACK)

05 The proposed project is to construct a 40-foot paved street with curbs, [71
06 12] sidewalks, and drainage facilities. The drainage facilities include enclosing a surface water drainageway, that presently flows through an [71
07 12] open roadside ditch, and rerouting it through a large culvert pipe, to be constructed along S. Uglow Street and into Rickreall Creek. [71
08 12] [71
09 12] [71
10 12]

12

AMOUNT REQUESTED—FEDERAL FUNDS		NON-FEDERAL MATCHING FUNDS		OTHER	TOTAL
12] (A) Grant [19	20] (B) Other [27	28] (C) State [35	36] (D) Local [43	44] (E) FUNDS [51	52] (F) FUNDS [60
529,500	---	35,750	35,750	---	601,000

13 12] TYPE OF OTHER FEDERAL FUNDS (See 12B) [45 — 46] TYPE OF OTHER NON-FEDERAL FUNDS (See 12E) [79 [71

14 12] FEDERAL PROGRAM TITLE — Title 23 USC Highways [79

15 12] FEDERAL AGENCY NAME [45 — U. S. Department of Transportation
46] FEDERAL SUB-AGENCY NAME — FHWA

17 **(A) TYPE OF APPLICANT:** (Check (X) the single most applicable box)

STATE ☒ 12 INTER-STATE ☐ 13 COUNTY ☐ 14 CITY ☐ 15 SCHOOL DISTRICT ☐ 16 SPECIAL DISTRICT ☐ 17 COMMUNITY ACTION ☐ 18 SPONSORED ORGANIZATION ☐ 19 OTHER ☐ 20

(B) TYPE OF ACTION: (Check (X) as many boxes as apply to this action)

NEW GRANT ☒ 21 CONT. GRANT ☐ 22 SUPPL'T GRANT ☐ 23 INCREASE DURATION ☐ 24 DECREASE DURATION ☐ 25 CANCELLATION ☐ 26 INCREASE DOLLARS ☐ 27 DECREASE DOLLARS ☐ 28

(C) HAS DISTRICT CLEARINGHOUSE BEEN NOTIFIED? Yes ☒ 29 No ☐ 30 Date: Aug. 20, 1979

(D) REVIEW REQUIRED by A-95 Yes ☒ 31 No ☐ 32

(E) ENVIRONMENTAL IMPACT Yes ☐ 33 No ☒ 34

(F) HOUSING RELOCATION REQUIRED Yes ☐ 35 No ☒ 36

(G) ESTIMATED APPLICATION FILING DATE: 41] MONTH [42 Sept. 43] DAY [44 20 45] YEAR [46 1979

Form PNRS-1 Page 1

ADDITIONAL INFORMATION—ALL APPLICANTS

I. A. Is the project consistent with the city or county comprehensive plan, zoning and subdivision ordinance? No ☐ Yes ☒

I. B. Is the proposal consistent with statewide land use goals? No ☐ Yes ☒

I. C. Is the proposal consistent with state and regional plans? No ☐ Yes ☒

II. Will the project have an impact on a neighboring jurisdiction? No ☒ Yes ☐

If so, is the project consistent with the comprehensive plan for that jurisdiction? No ☐ Yes ☐

III. Explain deviations if any, from pertinent plans.

IV. Federal Catalog number (or Public Law no. and title) 20.205 Highway Planning & Construction

V. Has funding agency been notified? No ☐ Yes ☒ Date: Aug. 20, 1979

VI. If project includes state funds (12C), identify agency Highway

STATE AGENCIES ONLY

VIII. (a) IS PROGRAM BUDGETED ☐ NON-BUDGETED ☐

(b) STATE SHARE

GENERAL FUND CASH	OTHER FUND CASH	IN KIND
$	$	$

(c) FUNDING METHOD

	FEDERAL SHARE		STATE SHARE		TOTAL	
First Year	%	$	%	$	%	$
Second Year	%	$	%	$	%	$
Third Year	%	$	%	$	%	$

(d) WILL PROGRAM REQUIRE HIRING OF NEW STATE EMPLOYEES? No ☐ Yes ☐ Number

(e) Will accounting for this grant be administered by the Executive Dept. Accounting Division? Yes ☐ No ☐

PLEASE ATTACH ANY ADDITIONAL NARRATIVE OR REMARKS

This is a Category 3 Project of Non-Major environmental impact under Oregon's Action Plan.

OREGON STATE HIGHWAY DIVISION
PROJECT ASSESSMENT

M- 6120()

PART 1. GENERAL INFORMATION

A. Project Identification:

Section Rowell ~~Main~~ St.-SE LaCreole Dr. (Dallas)

Date February 21, 1978

County Polk

Unit (if appl)

Highway SE Hankel Street

City Dallas

State Hwy. No. FAU 6120

Termini: M.P.(if appl)

Length 3765 feet

Region 2

Construction Estimate ~~$452,400~~ 601,000
Program Amount

B. Purpose of Project:

The proposed project is to reconstruct an existing rural road into an Urban collector street to improve traffic flow and safety for both vehicular and pedestrian traffic.

C. Origin & History of Project:

The project has long been on the City of Dallas priority list for street improvement. A Federal Aid Project Request dated January 3, 1978 has been advanced by administration action of the City of Dallas for processing.

D. General Description of Project:

The proposed project is to construct a 40 foot paved street with curbs, sidewalks, and drainage facilities. The drainage facilities include enclosing a surface water drainageway, that presently flows through an open roadside ditch, and rerouting it through a large culvert pipe, to be constructed along S. Uglow Street and into Rickreall Creek.

Alignment: New ______ Existing XX Combined ______

Typical Section: Existing: No. Lanes 2; Med. 0; Shldrs. 2; Parking 0

Proposed: No. Lanes 2; Med. 0; Shldrs. 0; Parking 2

Traffic: Existing Facility: Existing ADT 1200; Projected ADT 2400; Yr. 1998

Existing Level of Service Not determined

Proposed Facility: Projected ADT 2400; Yr. 1998

Projected Level of Service "C"

734-2052 (10-75)

Right of Way: Additional anticipated YES ~~No~~ ; if yes, give approx. No. Parcels________
Yes, No

Acres________; Type of Relocation Req.__________________; No.__________

Materials Source, Borrow, Waste Disposal Requirements, if any:

Commercial sources would be considered to provide surfacing materials. It is not anticipated that borrow or waste disposal sites would be required.

Type of Structure(s):

None required.

Brief Description of River or Stream and Type of Involvement, if any: Surface water runoff from a large area north of the project would be rerouted through the proposed storm sewer system into Rickreall Creek. This surface water presently flows through open ditchs and enters Rickreall Creek approximately 1 mile downstream from the proposed pipe outfall. Rickreall Creek originates in the easterly slopes of the coastal mountain range and flows to the east joining the Willamette River southwest of Salem.

Local City, County or COG priorities of project:

Improvement of Hankel Street is priority number 1 on a list of city projects adopted by the City Council.

FHWA and/or OSHD approvals given, if any:

Location or Design Alternatives (identify and describe):

Design alternatives will be considered during the preliminary engineering study of the project.

Other Descriptive Information or Comments:

The outfall of the proposed storm sewer may have a significant impact on Rickreall Creek. Energy dissipaters and/or riprap to control erosion at this point will be considered in the engineering study.

(Attach project sketch map.)

PART II. ENVIRONMENTAL ASSESSMENT

A. Brief Environmental Setting of Project Area:

1. Natural:

The terrain in the immediate area of the project is slightly rolling and slopes from the northwest to the southeast at one to two percent. The soils are the semi-consolidated poorly sorted and deeply weathered sand and gravels that form the non-marine deposited terraces in the valleys of the Willamette River. These soils have a slow permeability factor and surface water runoff is becoming a problem as more of the drainage basin becomes urbanized.

Rickreall Creek, flowing through an ancient flood plain terrace that lies to the south of the project area, is the main drainageway for the project area. Wildfowl nest along the Creek banks and streamside vegetation is good wildlife habitat. The stream also has value as a fishery resource.

2. Cultural:

The proposed project extends through a well-developed residential area. The area is primarily zoned single family residential with areas at either end of the project zoned residential multiple family. Vegetation is entirely domesticated trees and shrubbery either planted as landscaping or remaining from a previous land use.

B. Preliminary Assessment of Environmental Impacts:

1. Consequences and Significance of Right-of-Way Acquisition:

None required.

2. Estimated Impact on Traffic Patterns:

No impact anticipated.

Consequences--Air Quality, Noise, Safety, etc.:

No significant impacts on the ambient air quality or noise levels are anticipated. Highway safety would be improved.

3. Estimated Impact on Land Use:

None anticipated.

Consequences:

4. Expected Impact on Natural Ecological Resources:

Wetlands impacts probable, one drainage augmented at the expense of another. Net loss of natural channel results.

Consequences:

5. Expected Impact on Cultural and Scenic Resources:

None foreseen.

Consequences:

6. **Preliminary Identification of Areas of Critical Concern:**

None identified. Wetlands impacts probable. Augmentation of flow in one channel at the expense of another.

7. **Potential for Controversial Issues:**

None identified.

8. **Potential for Consistency of Proposal With:**

a. **Clean Air Implementation Plans**
The proposed project would be consistent with clean air implementation plans.

b. **Noise Standards**

A noise study report will be prepared.

c. **Water Quality Standards**

No significant adverse impacts to Rickreall Creek water quality are anticipated.

d. **Area Land Use and Transportation Plans, and Zoning**

The improvement of a collector street through a well-developed neighborhood is consistent with the City of Dallas land use and transportation plans.

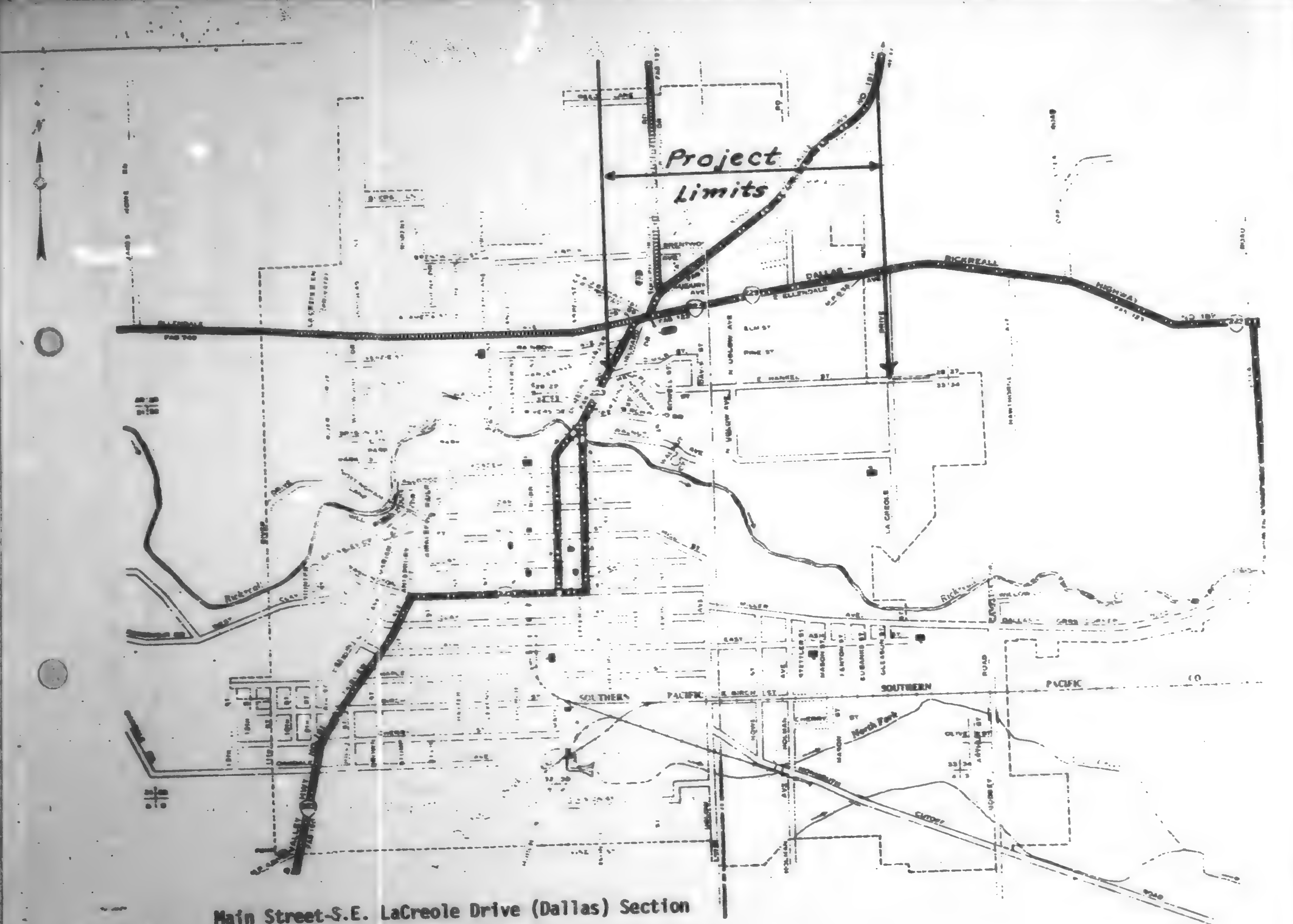
C. Recommended Type of Action and Documentation:

------------MAJOR ACTION----------------		XX ----NON-MAJOR ACTION-----
SIGNIFICANT:	NON-SIGNIFICANT:	
____ D & FEIS	____ D & F Neg.Dec.	XX ASSESSMENT ONLY
____ Section 4(f)	____ Section 4(f)	____ STATEWIDE ASSESSMENT

Basis for Type of Action and Documentation:

In accordance with FHPM 7-7-2 paragraph 10(e), projects of this type are ordinarily considered to be non-major actions.

D. Recommended Project Category: ____ 1 ____ 2 XXX 3 ____ 4


Project
Limits
DALLAS - RICKREALL HIGHWAY
ELLENDALE
LA CREOLE
DRIVE
E HANKEL ST
N UGLOW AVE
SOUTHERN PACIFIC CO
North Fork
Rickreall
HOLMAN AVE
STETTLER ST
MASON ST
FENTON ST
EUBANKS ST
GLEASON ST
ROAD
VALLEY HWY
LEGEND
FEDERAL AID INTERSTATE SYSTEM
INTERSTATE NUMBERED ROUTE
STATE SYSTEM

Main Street-S.E. LaCreole Drive (Dallas) Section
S.E. Hankel Street
Polk County, Oregon

9239 Dallas

ROAD DESIGN SECTION 378-6558

J. B. Boyd
Right of Way Manager

August 13, 1979

J. H. Versteeg
Road Design Engineer

Files 50581 & 50624-50656
Rowell Street-LaCreole Drive ([redacted]) Sec.
Hankel City Street
Polk County

Attached are descriptions for the above files (59 parcels) prevously submitted to you on August 3 as one file, 50581 (1-34). Also attached is an authorization and prints for the subject project scheduled for the Fiscal First Quarter of 1981.

Individual file numbers were assigned per your request.

By: W. H. Wakerlig
R/W Description Engineer

WHW:cj
Attachments

RECEIVED
AUG 14 1979
ROAD DESIGN SECTION

Versteeg
Anderson
Christensen
Olson
Sullivan
Turpin
Trout
Wakerlig

Do Not File ☐
Return To
Bring Up ___/___/___
Action

9239

Dalla

ROAD DESIGN SECTION 378-6558

August 3, 1979

J. S. Boyd
Right of Way Manager

J. E. Versteeg
Road Design Engineer

Files 50581-1 thru 50581-34
Rowell Street-LaCreole Drive (Dallas) Sec.
Hankel City Street
Polk County

Attached are descriptions for the above file (59 parcels), an authorization and prints. Subject project is scheduled for the Fiscal First Quarter of 1981.

1 Versteeg ✓
Anderson
Christensen
Olsen
Sullivan
Turpin
Trout
Wakerlig

RECEIVED
AUG 03 1979
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring Up / /
Action

ORIGINAL SIGNED BY
W. H. WAKERLIG

By:
W. H. Wakerlig
R/W Descriptions Engineer

WHW:ej
Attachments

9239 12-78

Rec'D 4-16-79
Z

$411,300
ORIG.
CAT-3 N.M.
ASSESS.
(Now. $600,700
JOB SHORTENED)

OK says
Stearns
4-17-79
Z

LOCATION NARRATIVE

Main Street - LaCreole Drive (Dallas)
Hankel Street
Polk County
December 1978

Richard E. Nelson
Region Location Engineer

HISTORY: Authority for survey for this 0.71 mile section was submitted January 18, 1978. Hankel Street is a primary arterial connecting the downtown area with LaCreole Drive, the junior high school and the rapidly developing southeast urban area.

SCOPE: Primary consideration in the improvement of this section is the elimination of a parallel ditch approximately 900 feet in length, which includes 42 inch approach culverts. In addition to drainage improvements, the City of Dallas requested curbs and walks be constructed to serve the residential neighborhood.

VERTICAL ALIGNMENT:

The existing surfacing was tested and found not to be of sufficient value to salvage. The proposed finish grade would closely follow the existing grade, which minimizes cut and fill slopes and therefore right of way takings and impacts as well as allowing improved connections to existing driveway.

HORIZONTAL ALIGNMENT:

Coordinates for this project are assumed. The "P" line was used as control for topography, property pin ties, etc.. The "L" line was projected from this "P" line.

From station 11+81.45 PC to station 13+15.58 PT is a 0° 45' curve left, station 17+18.5 PC to station 19+10.41 PT is a 0° 45' curve right.

TYPICAL SECTION:

The typical section for the main line construction will be as follows:

- 2" Asphaltic Concrete, Future Final Stage Wearing Course
- 2" Asphaltic Concrete Wearing Course (Class B)
- 1-1/2" Asphaltic Concrete Base Course (Class B)
- 3/4" Prime Coat
- 12" Lime Treated

Except for tapered sections, widths are -

- Two 12 foot travel lanes
- Two 8 foot shoulders

Type C Curbs
A 5 foot sidewalk on each side. Cross slope is 0.02'/ft.

H

from centerline to 20' left and right, slope of sidewalk is 0.02'/ft. toward the curb.

Side slopes are variable from a maximum 2:1 and a minimum 2:1.

MATERIALS: Proposal requires approximately 4365 cu. yds. of general excavation, approximately 1850 cu. yds. of excess material is anticipated, this material will be embanked as part of the planned extension of "Uglow" street, City engineer concurs.

RIGHT OF WAY: Existing right of way is variable in width, the proponderance of which is 50 feet. Proposed width is 55 feet. The 2.5 feet each side will provide for slopes and utility strip.

As mentioned in the opening paragraph there is an open drainage system following much of Hankel street. The drainage outlet for this ditch is through two ditches at the easterly end of Hankel street. The City of Dallas has requested a closed system to carry much of this water directly to Rickreall Creek, by utilizing the Uglow street right of way.

To handle the volume of water being carried by this system, a energy dissapater was designed by the Hydraulics Section for the terminus of Rickreall Creek.

TRAFFIC CONTROL:

Proposal considers closing the street to through traffic during construction.

Drainage to be substantially complete prior to closing and commencement of grading. Completion of manholes and inlets allowed after lime treatment.

Grading and lime treatment to be completed prior to curb installation. Lime treatment to be immediately covered with an emulsion seal and 3/4-0 cover aggregate.

Curbs and completion of inlets to follow (contractor to be responsible for backfill of curbs and around inlets and manholes, either hand lime treatment or substitution of aggregate base). Manholes to be completed after the wearing surface.

ADDENDUM

SCOPE: Project limits have been shortened to Rowell St. to LaCreole Dr. at the request of the Dallas City Engineer. A letter from the City of Dallas will follow.

LOCATION COST ESTIMATE AND QUANTITY SUMMARY

SECTION Main St (Powell St.) - La Creole Dr. UNIT OR PART ______ Sheet 1 of 2
HIGHWAY Hankel St. PREFIX 324-1957-901 COUNTY Polk

ITEM NO.	SPEC. NO.	ITEM DESCRIPTION	UNIT	TOTAL QUANTITY	UNIT PRICE	AMOUNT
1	110	Mobilization	Lump Sum	All -	8%	36,894.51
2	111	Temp. Protection & Direction of Traffic	Lump Sum	All	3%	13,432.47
3	111	Temporary Signs	Sq. Ft.	178.5	6.00	1,071.00
4	111	Temporary Barricades	Each	4	125.00	500.00
5	111	Flagmen	Hour	300	19.00	5,700.00
6	202	Removal of Structures & Obstructions	All	100%	4,500.00	4,500.00
7	203	General Excavation	Cu. Yd.	4,484.3	5.75	25,784.73
8	206	Trench Excavation	Cu. Yd.	6,018.7	7.50	45,140.25
9	222	Finishing Roadbeds & Slopes	Mile	.70	5,000.00	3,500.00
10	233	Watering	M-Gal	12.5	10.00	125.00
11	307	Lime Treated Subgrade	Sq. Yds.	13,864.7	1.25	17,330.88
12	307	Lime For Treated Subgrade	Ton	312	75.00	23,400.00
13	403	Cl. 'B' Asphalt Conc. Mix	Ton	2,583	13.00	33,579.00
14	403	Asphalt Cement in Mix	Ton	167.9	100.00	16,790.00
15	407	Asphalt Tack Coat	Ton	1.1	175.00	192.50
16	408	3/4" Aggregate in Prime Coat	Cu. Yd.	98.6	12.75	1,257.15
17	408	Asphalt in Prime Coat	Ton	17.8	175.00	3,115.00
18	603	12" Conc Sewer Pipe	Lin. Ft.	2,351	12.00	28,212.00
19	603	15" Conc Sewer Pipe	Lin. Ft.	137	13.00	1,781.00
20	603	18" Conc Sewer Pipe	Lin. Ft.	127	16.50	2,095.00
21	603	24" Conc Sewer Pipe	Lin. Ft.	86	25.00	2,150.00
22	603	30" Conc Sewer Pipe	Lin. Ft.	52	34.00	1,768.00
23	603	48" Conc Sewer Pipe	Lin. Ft.	1,711	61.50	105,226.50
24	603	54" Conc Sewer Pipe	Lin. Ft.	137	75.00	10,275.00
25	604	Manhole, Cast in Place	Each	4	1,500.00	6,000.00
26	604	Step Manhole	Each	2	2,500.00	5,000.00
27	604	Type CG-2 Inlets	Each	30	580.00	17,400.00

LOCATION COST ESTIMATE AND QUANTITY SUMMARY

SECTION Main St. (Powell St.) - LaCrosse Dr. UNIT OR PART ____________ Sheet 2 of 2
HIGHWAY Hankel St. PREFIX 324-1957-90 COUNTY Polk

ITEM NO.	SPEC. NO.	ITEM DESCRIPTION	UNIT	TOTAL QUANTITY	UNIT PRICE	AMOUNT
28	604	Energy Dissapator	Each	1 -	10,000.00	10,000.00
29	608	P.C.C. Walks	Sq. Yds	2,641.7	13.00	34,342.10
30	608	P.C.C. Approaches	Sq. Yds	675	20.00	13,500.00
31	609	P.C.C. Curb Type C'	Lin. Ft	6,047	3.75	22,676.25
32	620	Riprap Class 100	Cu. Yd.	71.1	16.00	1,137.60
3	628	Adjusting Manholes	Each	13	200.00	2,600.00
34	642	Setting Mailbox Posts	Each	32	50.00	1,600.00
					Sub-Total	498,075.94
		Engineering & Contingencies	20%			99,615.19
					Sub-Total	597,691.13
		Perm. Signing				1,000.00
		Perm. Striping				1,000.00
		Temp. Striping				1,000.00
					Total	600,691.13

9239

Form 734-1191 (Rev. 5/77)

OREGON STATE HIGHWAY DIVISION

REQUEST FOR OUTSIDE BILLING

(OR ADVICE OF CASH TRANSACTION)

DATE 11-30-78	BILLING REQ. NO. CC 1921	YOUR ORDER NO.	CREDIT DISTRIBUTION 327-1957-295

BILL TO: Code:

City of Dallas

City Hall

Dallas, Oregon 97338

Attn: Howard Brandvold, City Manager

DESCRIPTION: (Describe the service rendered, location, etc. Refer to agreements, letters and orders by which payer authorized the service.)	QUANTITY	UNIT PRICE	TOTAL PRICE
Partial transfer of the advance deposit for the P.E. on the Main Street-LaCreole Drive Section of Hankel Street. FAU 6120 Agreement No. 6522 AD 434			

Advance Deposit Amount $ 2,420.00

Advance Deposit Previously Transferred to Highway Fund $ --

Balance $ 2,420.00

Transfer to Highway Fund $ 1,820.00

Refund Due $

Partial or final request for billing Partial

Number of the previous request in connection with this service.

Amount Due . . . . . . $

Submitted by: Fred Hildebrandt

Fred Hildebrandt

Approved:

SP*35736-734

Form 81-504-3114 9239

FAU

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT FOR SURVEYS ONLY

Date October 20, 1978

Week ending October 19, 1978

Job name Main St.-LaCreole Dr. (Dallas)

Highway Hankel Street, FAU 6120

County Polk

Job prefix 327-1957

Anticipated per mile cost of survey 39,437

		Unit 1	Unit 2	Unit 3	Unit 4	Total Survey Section
Mileage	Total					0.71
Mileage – Staked	Preliminary					0.71
Mileage – Staked	Location					0
Per Cent Complete	Field					75
Per Cent Complete	Office					50
Date of Survey	Started					5-15-78
Date of Survey	To be completed					11-1-79
Estimated construction cost						

11-1-79 Ahead of Schedule.

Expenditures

This Week – Salary 278

This Week – Other 0

Previous total 10,957

Total (including this week) 11,235

Anticipated total 28,000

Authorization

Field (901) 28,000

Per cent expended 40

Anticipated overrun 0

Mail address P.O. Box 14030
Salem, OR 97310

Signed John Read
for Richard E. Nelson

Title REGION II LOCATION ENGINEER

REPORT OF WEEK ACTIVITIES

Field: No activity.

Office: Plotting sanitary, storm sewers and water lines on detail map three days this week.

cc: C.T. Keasey
C.O. Fredrickson
File

NOTED
G. C. WILLS

NOTED
W. N. HACKLEMAN

9239

May 22, 1978

City of Dallas
City Hall
Dallas, OR 97338

Attn: Howard Brandvold
City Manager

Gentlemen:

We have submitted a program to the Federal Highway Administration for approval of the preliminary engineering phase of the Main St.-LaCreole Drive Section of Hankel Street, FAU 6120.

Financial sharing of the preliminary engineering is:

Total P.E.	$ 34,000
Federal Funds	29,160
Balance	$ 4,840
Local Share:	

50% of $4,840 = $2,420

Please make your check in the amount of $2,420 payable to the Oregon State Highway Division and send it to Highway Accounting, Room 434, Transportation Building, Salem, OR 97310.

Very truly yours,

G. W. Wimer
Local Government Manager

GEZ:dmc

bc w/AD# 434: Vern Skoog - Please return completed AD# 434 when check is received.
Region 2 Federal Aid Engineer

9239

May 8, 1978

City of Dallas
City Hall
Dallas, OR 97338

Attention: Howard D. Brandvold
City Recorder

MISC. CONTRACTS and
AGREEMENTS No. 6522

Gentlemen:

Attached for your records is a fully executed copy of an agreement covering the Main Street-LaCreole Drive (Dallas) Section of Hankel Street.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Very truly yours,

C. W. Head
COMMISSION SERVICES

fkn

Att.

cc Don Harwell (agree. att.)

9239

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

4-24-78

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.: M-6120(1)

STATE PROJECT NO.: See Below

COUNTY NAME: Polk

PROGRAM STAGE (Check): ☐ 1. ☐ 2.

FROM:

G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.:

ITEM NO.: 80243

TO:

Mr. F. B. Klaboe
Chief of Operations, ODOT
Salem, Oregon

DATE PS & E APPROVED:

DATE AUTHORIZATION EFFECTIVE: 4-24-78

FEDERAL ROUTE NUMBER: FAU 6120

STATE ROUTE NUMBER: City Street

GENERAL LOCATION:

"Main Street-La Creole Drive (Dallas) Section"

GENERAL DESCRIPTION OF WORK:

Preliminary Engineering

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☒ PREPARATION : Including archeology salvage, and utility preparatory work
☐ OTHER (Specify) TEC NTE $34,000- F.F. $12,920

☐ ACQUISITION OF RIGHT-OF-WAY
CONTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Rulien's April 11, 1978 letter.

NOTED
F. B. KLABOE

4-27

DATE: 4-24-78

SIGNATURE OF APPROVING OFFICIAL: G. K. Hassner

TITLE: for Division Administrator

FORM PR-1240 (REV. 8-70)
EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

9239

FHus

ROBERT W. STRAUB
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

April 11, 1978

TO: G. L. Green, Division Administrator
Federal Highway Administration

Original Signed By
D. E. Swan

FROM: D. E. Swan
Federal Aid Manager

SUBJECT: PROJECT DATA SUBMISSION
Item No. 80243
Project No. M-6120(1)
Main St.-La Creole Drive (Dallas) Section
Polk County

Attach data consists of PR-1 form with project maps.

This project has been originated by local officials and concurred in by the Oregon Transportation Commission and the State Highway Division.

We request authorization to proceed with all phases of preliminary engineering necessary to obtain PS&E approval at an estimated total cost of $34,000 with an obligation of $12,920 in federal funds.

DRH:dpy

Attachments

cc: C. O. Fredrickson, Region 2
Gary Zehner

Budget Bureau No. 41-R2067

FORM PR-1
(REV. 4-61)

FEDERAL-AID PROGRAM DATA
(PPM 21-1)

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O. 4/11/78

CARD 2	REPORT NUMBER (19) (20)	PROJECT LOCATION (45 typewriter spaces) 21 City St., Hankel St. (Dallas) 65	ADT	PRESENT 1200	FUTURE 2400 (66) (70)	YEAR 98 (71) (72)	REGION 10	STATE NAME Oregon

CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) 28 PE, Grade, Drain, H-T Pave 62	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)	PROJECT NUMBER PREFIX LETTER(S) 14 M- 23	NUMBER 7 6120

CARD	CLASS OF FEDERAL FUNDS Urban System	COUNTY NAME Polk				
	NAME OF URBAN AREA 17-31 Dallas	ROUTE NO. U	FEDERAL-AID 6120 (32)	STATE City St. (36) (37)	U.S. --	

ESTIMATED PROJECT COST BY PHASES

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS
1	(14-15)	(16	41	42	43 46	53		(54) (58)	(59) (66)	(67) (76)		
5					PE			0.71	34,000	29,160 ~~12,920~~	2,420 ~~1,050~~	2,420 ~~20,030~~
5					ROW							
5					CONST (CODE) 6201		"Main St.-La Creole Drive (Dallas) Section"	0.71	418,400	142,840 ~~159,080~~	11,580 ~~12,950~~	263,980 ~~246,370~~

CARD 1	CODE 1	PREPARED BY DRH	PROJECT TOTALS	0.71	452,400 (16) (23)	172,000 (24) (33)	14,000	266,400
1	14	PROGRAM APPROVAL DATES					REMARKS	

4

4

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

FORM PR-1
(REV. 4-61)

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

4/11/78

T LOCATION (45 typewriter spaces) St., Hankel St. (Dallas)	ADT	PRESENT 1200	FUTURE 2400	YEAR 98	REGION 10	STATE NAME Oregon	STATE CODE 41	APPN CODE W32

ITEM NO. 80243

RK (35 typewriter H-T Pave	NATL. FOREST	FH ROUTE NO.	SUPV. AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR.	

PROJECT NUMBER: PREFIX LETTER(S) M- NUMBER 6120 SEQ. NO. (1)

I. Projects Only: POST MI. DESIG.

Urban System

Dallas

COUNTY NAME: Polk CODE 053

ROUTE NO. U FEDERAL-AID 6120 STATE City St. U.S. --

PROGRAM STAGE ☐ 1 OR ☐ 2

RK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
		"Main St.-La Creole Drive (Dallas) Section"	0.71	34,000	29,160 ~~12,920~~	2,420 ~~1,050~~	2,420 ~~20,030~~	ROW-50' min.; Access Control-none; Parking Restrictions-none.
W								
NST E)			0.71	418,400	142,840 ~~159,080~~	11,580 ~~12,950~~	263,980 ~~246,370~~	
DRH		PROJECT TOTALS	0.71	452,400	172,000 ✓	14,000 ✓	266,400 ✓	

AL DATES

REMARKS

-OVER-

USCOMM DUSCOMM-DC 48808-P61

MAIN ST. - La Creole Drive (Dallas) Section
Project No. M-6120 (1)

Existing Facility -- Bituminous surfaced roadway providing 2 lanes with 2-ft. gravelled shoulders.

Adjacent Sections -- East end same as existing facility.
West end junctions with Main St.

Project Data: Work under this project consists of:

1) Preliminary Engineering all phases including preliminary engineering by utility forces and archeological salvage as required.

2) Grade, drain and high-type pave required to widen the existing facility to provide a 40-ft. curbed roadway, sidewalks and incidental items common to this type of project. Adjustment of utilities as required.

System Action. Airports, Railroads, Water Developments, Historical and Recreational Areas:
None involved.

FHPM 4-1-4 Requirements: Exempt from State and District Clearinghouse A-95 review under working agreements.

FHPM 7-7-2 Requirements: Nonmajor action project concurred in by FHWA on March 17, 1978.

FHPM 7-7-5 Requirements:

a) Public Hearings -- Not required under Oregon Action Plan.

b) Location/Design -- Not a factor in the development of this project.

Note: This project is in Congressional District No. 1.

9239

FAUS

City of Dallas - Office of the City Manager

April 11, 1978

Phillip O. Stearns
Region II Federal Aid Specialist
Department of Transportation
High Division
Region 2
2960 E. State Street
Salem, Oregon 97310

Dear Mr. Stearns

Attached hereto is a certified copy of Resolution No. 2126 of the City of Dallas authorizing the Mayor and City Manager to enter into a contract with the State, and three copies of a signed agreement for the construction-finance for the Hankel Street project to be funded under the Federal Aid Urban Program.

I understand you will have the agreement properly signed by State personnel and that a fully executed copy will be returned for our records.

Thank you for your cooperation in this effort.

Yours very truly,

Howard D. Brandvold
City Manager

PROJECT MANAGEMENT
PME ☐ CCE ☐ OM ☐
LCE ☒ FAE ☐ OPE ☐
APR 18 1978
File: PM FA
LG OP
TAA Zehner

HDB:lem
Enclosures

RECEIVED

P.O. BOX 67 • DALLAS, OREGON 97338 • TELEPHONE (503) 623-2338

STATE OF OREGON,)
)
COUNTY OF POLK,) ss.
)
CITY OF DALLAS.)

I, Howard D. Brandvold, do hereby certify that I am the duly appointed, qualified and acting City Manager of the City of Dallas, Oregon, and as such the custodian of the records and files of said City.

I further certify that I have compared the foregoing and hereunto attached copy of Resolution No. 2126 of said City of Dallas with the original thereof as the same appears of record and on file in my office as such City Manager, and that it is a full, true and correct copy of said original Resolution and the whole thereof.

I further certify that said Resolution and the whole thereof is in full force and effect within said City of Dallas.

Dated this 11th day of April 1978.

City Manager

RESOLUTION NO. 2126

A Resolution authorizing and directing the Mayor and City Manager to enter into and execute a contract on behalf of the City of Dallas with the State of Oregon, by and through its Department of Transportation, Highway Division, relative to the improvement of Hankel Street.

WHEREAS, the City of Dallas and the State of Oregon propose to undertake the improvement of Hankel Street as a joint project under the authority granted in ORS 366.775; and

WHEREAS, the project is known as "Main Street-LaCreole Drive (Dallas) Section of Hankel Street, FAU6120"; and

WHEREAS, said project is entitled to Federal Aid under the "Urban System Program"; and

WHEREAS, it is necessary and desirable to enter into a contract with the State of Oregon, by and through its Department of Transportation, Highway Division, for the purpose of establishing the area of responsibility of the parties and for the purpose of establishing eligibility for said Federal Aid; and

WHEREAS, the State of Oregon has submitted to the City of Dallas a form of such contract for the consideration of the City, a copy of which is attached hereto, marked "Exhibit A", and by this reference made a part hereof; and

WHEREAS, the City Council has examined said contract and has determined that it is in the best interests of the City to enter into and execute said contract, NOW, THEREFORE,

BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF DALLAS:

SECTION 1: The form of contract submitted to the City of Dallas by the State of Oregon for the accomplishment of the proposed improvement of Hankel Street on a joint basis with its Department of Transportation, Highway Division, a copy of which is attached hereto and by reference made a part hereof is hereby approved.

SECTION 2: The Mayor and the City Manager are hereby authorized and directed to enter into and execute said contract, and as many counterparts thereof as may be deemed requisite and proper, on behalf of the City of Dallas, and to cause the seal of the City of Dallas to be affixed thereto.

ADOPTED: April 3, 1978.
APPROVED: April 3, 1978.

/s/ Kenneth L. Woods
MAYOR

ATTEST:

/s/ H. D. Brandvold
CITY MANAGER

9239

2.

DATE: February 9, 1978

TO: OREGON TRANSPORTATION COMMISSION

FROM: M. S. Coulter
State Highway Engineer

SUBJECT: Federal Aid Urban System Project Requests

On the consent calendar for the February 22 meeting will be eight requests for approval of Urban System Projects.

Baker is requesting a $70,000 project to pave a 0.4 mile segment of Grace Avenue and Bridge Street.

Bend's request is for a $175,000 project to construct a 48-foot curbed section on South 9th Street and Baer Road.

The request from Dallas is for a $452,400 project to reconstruct a 0.71 mile segment of Hankel Street.

Medford is requesting a $5,000 traffic study to determine the feasibility of rerouting southbound traffic through the central business district.

A $285,000 project to widen a 0.5 mile segment of Springbrook Street is being requested by Newberg.

Two requests were submitted by Salem. One is a $193,000 project to realign 35th Avenue to connect with 34th Avenue at Silverton Road. The other is a $12,000 project to widen 0.23 miles of 34th Avenue.

Marion County's request is for a $340,000 project to signalize four intersections and channelize two intersections on North River Road.

Federal Urban System funds for these projects are estimated at $1,095,200 with the State providing approximately $92,400 in match funds and $344,800 being contributed by local government.

These projects have been investigated and are eligible for funding under the Federal Aid Urban System Program. I recommend your approval and request authorization to sign the project agreements for and on your behalf.

GEZ:dmc
Attachment

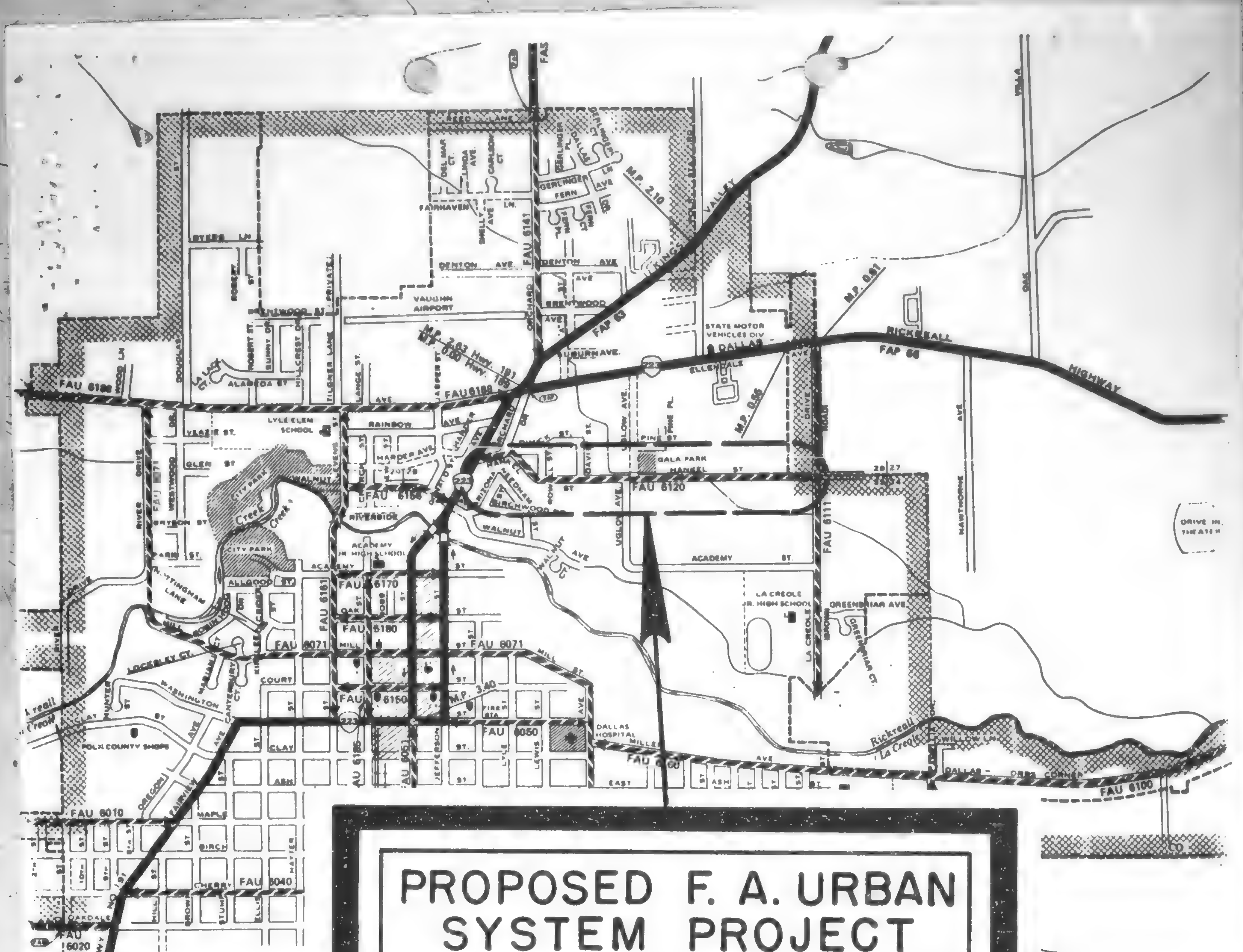
bc: R. A. Burco
F. B. Klaboe
C. W. Head
E. S. Hunter
D. H. Moehring
R. N. Bothman
V. E. Skoog
J. H. Versteeg
John Sheldrake
A. Shirley, Jr.
~~C. M.~~ Williams Dale Allen
W. E. Schwartz
D. N. Harwell
George Bell

CITY OF DALLAS
Proposed Urban System Project

Main Street-LaCreole Drive (Dallas) Section
Hankel Street, FAU 6120
Grade, Drain and Pave
0.71 miles
$452,400

This project entails all the work and costs to reconstruct Hankel Street to a 40-foot curbed street section from Main Street to LaCreole Drive. The existing open ditch storm system will be replaced by an underground system with an outfall to Rickreall Creek.

State will perform the preliminary and construction engineering.



PROPOSED F. A. URBAN SYSTEM PROJECT

FAS
FAP 63
FAP 66
FAP 223
RICKREALL HIGHWAY
FAU 6141
FAU 6188
FAU 6198
FAU 6181
FAU 6111
FAU 6120
FAU 6161
FAU 6170
FAU 6180
FAU 6071
FAU 6150
FAU 6050
FAU 6060
FAU 6100
FAU 6010
FAU 6020
FAU 6040
FAS A558
M.P. 2.10
M.P. 0.61
M.P. 0.65
M.P. 2.63 Hwy. 191
M.P. 0.00 Hwy. 193
M.P. 3.40
M.P. 4.50
VAUGHN AIRPORT
STATE MOTOR VEHICLES DIV
LYLE ELEM SCHOOL
CITY PARK
GALA PARK
ACADEMY JR HIGH SCHOOL
LA CREOLE JR. HIGH SCHOOL
DALLAS HOSPITAL
POLK COUNTY SHOPS
DRIVE IN THEATER
Rickreall Creek
La Creole
SOUTHERN PACIFIC
CUTOFF
DENTON AVE.
BRENTWOOD
ELLENDALE
RAINBOW
HANKEL
PINE ST
ACADEMY ST.
WALNUT AVE
GREENBRIAR AVE.
COURT
WASHINGTON
CLAY
ASH
MAPLE
BIRCH
CHERRY
OREGON
JEFFERSON
LEWIS
CHURCH
MILLER AVE
EAST
DALLAS - ORRS CORNER
HAWTHORNE AVE
VINE ST
HIGH ST
N
T7S T8S R5W
WILLAMETTE MERIDIAN
DALLAS

Date: 2-1-78

ROUTING SLIP

DEPARTMENT OF TRANSPORTATIO

Director
Chief of Operations
Asst. Dir.-Administration
Asst. Dir.-Transportation Policy & Program Develop.
Accounting (Highway)
Administrative Services
Chief Counsel
Commission Services
Computer Center (Lana Ave.)
Construction
Data Processing (Transp.Bldg.)
Employee Development
[✓ Engineering (Design)]
Environmental
Equipment Shops
Finance (DOT)

FHWA
General Files
General Services (DOT)
Information Systems (Lana Ave.)
Landscape
Library
Location
Mail Room
Materials & Research
Motor Vehicles
Organization & Manpower Services
Parks & Recreation
Permits & Weighmaster
Personnel Operations
Photocopy
Proj. Mgmt. & Operations Planning

Public Affairs
Public Transit
Radio
Right of Way
Safety & Health Services
Sign Shop
State Highway Engineer
Structures
Technical Services Engineer
Traffic Support Services
Transportation Policy & Program Development
Travel Information
Utilities
Metropolitan
Region Number ______
District Number ______

ATTENTION: DON STOUDENMEYER

FROM: ZEHNER

Please review the attached project request and estimate, return with your comments.

Typ - Adequate Est. - OK

Form 81-731-0022 (7/77)

FEDERAL AID PROJECT REQUEST

Date January 3, 1978

Applicant Agency City of Dallas, Oregon

Request for: Off-System 6120 FAS-C____, FAUS X Project

Federal Aid Route No. FAU ~~1620~~ Route Name Hankel Street

Project Name ~~Hankel Street Improvement Project~~
Main St. - LaCreole Dr. (Dallas) Section

Project Length 3765 feet Project Location (Attach sketch map)

Project Description The project involves performing a complete street improvement to Hankel Street, which is at the present time a turnpike roadway. The improvement involves paving the street to a full collector standard width and installing a completely new storm drainage system.

Average Daily Traffic 1200 Design Speed ____

Complete Applicable Sections:

I. ROADWAY DATA

1. Existing Roadway: (Attach sketch)

Width 24 feet Travel Lanes 2 Shoulders 2 foot gravel

Medians None Parking None

Sidewalks None

Remarks Large ditch on north side from Rowell Street 1500 feet east.

2. Desired Roadway Cross Section: (Attach sketch)

Width 40' Travel Lanes 2 - 12' Shoulders N/A

Medians None Parking Both sides 2 - 8'

Curbed Both sides Length Curb Radii 15 feet

Sidewalk/Bikeway ____

Remarks ____

II. RIGHT-OF-WAY DATA

1. Existing Right-of-Way:

General Width 50 Minimum 50 Maximum 60

2. Has right-of-way been acquired for this project subsequent to January 2, 1971?
Yes X No ____

3. Will additional right-of-way be needed? Yes ____ No X
If answer is "yes," will cost of right-of-way be subject to Federal reimbursement? Yes ____ No ____
Remarks ____

III. TRAFFIC CONTROL DATA

1. Existing Signalization and Location: None

2. **Proposed Signalization:** None

Location
Type
Phases
Type of Suspension
Interconnected
Remarks

3. **Permanent Signing:** As is

Include in project or by applicant?

4. **Permanent Striping:**

Include in project or by applicant? Center line striping to be done by applicant.

IV. ILLUMINATION DATA

1. **Existing Illumination and Location:** 9 Total, at following distances from Main Street: 200 ft. (NW corner Hankel & Orchard); 500 ft. south sid
800 ft. (SW corner intersection Hankel & Rowell); 1260 ft. (SE corner intersection Hankel & Davis); 1720 ft. (SE corner Hankel & Uglow); 2230 ft. south side; 2790 ft. south side; 3250 ft. south side; 3730 f
(SW corner LaCreole & Hankel).

2. **Proposed Illumination:** None

Location
Type

Remarks

V. STRUCTURE DATA

1. **Existing Structure:** None

Location
Type
Approach Roadway Width Shoulder Width
Length Width
To remain in place?

2. **Proposed Structure:** None

Location

Approximate Size: Length Width

Are sidewalk/bikeways desired? Sidewalks, both sides

Are any utilities to be attached to structure?
N/A

Are provisions for illumination desired?
N/A

Are there any unusual or complicating conditions?
No.

Remarks

VI. RAILROAD DATA

1. Are there any railroad crossings? Yes ______ No X

Name of Railroad
Existing Crossing Protection

2. Will existing railroad crossing be altered? N/A

Remarks

VII. ACTION PLAN REQUIREMENTS

During project development for Category 1, 2, and 3 projects, the city or county shall perform and document responsibilities as found indexed in the Oregon Action Plan, particularly Citizen Involvement and Participation; Environmental Aspects; and Public Hearing Requirements.

The OSHD Region Engineer will provide assistance, liaison and monitoring for these activities.

Responsible local office and party to be contacted for the following activities:

1.	Citizen Involvement	City Manager, Dallas, Oregon Office
2.	Environmental	City Manager, Dallas, Oregon Office
3.	Public Hearing	City Manager, Dallas, Oregon Office

Remarks

VIII. GENERAL INFORMATION

1. Project preliminary engineering to be performed by:

Applicant ______ State x Consultant ______

2. Project construction engineering to be performed by:

Applicant_________ State X Consultant_________

3. Will applicant perform any work prior to or after award of contract?

Yes________ No X

If "yes," describe briefly:________________________

4. Applicant's estimate of cost for requested project:

Roadway Work	$ 411,300
Right-of-way costs (if participating)	
Traffic control	
Illumination	
Structures	
Railroad	
Other________________	
Preliminary engineering	41,100
PROJECT TOTAL	$ 452,400

Remarks Federal and State Grant Request $185,984
(See attached Budget Sheet for detailed breakdown.)

THIS APPLICATION IS AN OFFICIAL REQUEST FROM:

CITY OF DALLAS and/or ________________ COUNTY

By Kenneth L. Woods
Kenneth L. Woods, Mayor

By Howard D. Brandvold
Howard D. Brandvold, City Manager

By________________

By________________

By________________

DETAIL PROJECT BUDGET SHEET
FEDERAL AID URBAN SYSTEM GRANT REQUEST

S.E. Hankel Street

Grant Funds		
Federal	$171,985	
State	13,999	$185,984
City Funds		
Assessments	$176,400	
General Budget	90,016	$266,416
TOTAL ESTIMATED COST		$452,400

9239

FORM [illegible]-3030

OREGON STATE HIGHWAY DIVISION FILE: Hold

INTER-OFFICE CORRESPONDENCE
January 26, 1978
Salem, Oregon

Phil Stearns

FROM: Phillip O. Stearns
REGION FEDERAL AID SPECIALIST

TO: G. W. Wimer
LOCAL GOVERNMENT MANAGER

SUBJECT: Main Street-LaCreole Drive
(Dallas) Section
Hankel Street FAU ~~1020~~6/20
Dallas Urban Area

Attached is the following data for subject project:

Project Request
Project Environmental Assessment
Authority for Survey TO TERPIN 2-1-78
Location Prospectus
Prospectus Map
Estimate of Cost for Field Survey

Estimated Region P.E. costs area:

Field Survey	(901)	$28,000
Soils & Geology	(910)	1,500
Traffic	(911)	100
Utility	(914)	100
Environmental	(923)	100
Hearings	(980)	100

PROJECT MANAGEMENT
PME ☑ CCE ☐ OM ☐
LGE ☑ FAE ☐ OPE ☐
JAN 27 1978
File: PM FA LG OP
TAA Zehner

The environmental assessment is being submitted to the Environmental Section. The copy attached is for your information.

The project has been reviewed by the Region Project Review Team. Special problems encountered are the hydraulics study and right-of-way requirements. A thorough hydraulics study will have to be made because of the drainage proposal. Right-of-way may or may not be required.

A current priority list of projects is being submitted by Dallas and Hankel Street is to be included. The list will be forwarded to you upon receipt.

Region Office recommends the project be approved. Please submit the documents through normal channels for approval.

POS/dea
Attach.

9239 MLD 0001 3

Form E-30 (Rev. [illegible])

OREGON STATE HIGHWAY DIVISION

AUTHORITY FOR SURVEY

Section Main St. - LaCreole Dr. (Dallas)

Highway Hankel Street FAU ~~1020~~ 6120

County Polk

Date January 18, 1978

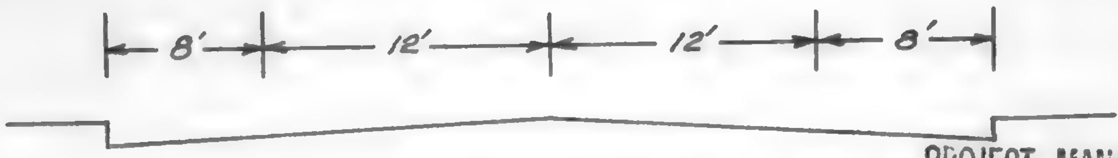
Authorization No. 1

Survey Prefix 327-1957 (Assigned by Salem office)

Description of termini, route, length, etc.:

Westerly terminus is intersection of Hankel St. and Main St.
Easterly terminus is intersection of LaCreole Drive.
Route is existing Hankel Street, FAU ~~1020~~ 6120
Length is 0.71 mile.

RECEIVED
APR 28 1978
ACCTG. CONTROL



TYPICAL SECTION

PROJECT MANAGEMENT
PME ☑ CCE ☐ OM ☐
LGE ☐ FAE ☐ OPE ☐
MAY 1 1978
File: TAA PM LG FA OP

Purpose of survey:

Prepare plans, specifications and cost estimate for grading, paving, curb, walk and drainage construction, FAU project.

Estimate of cost:

Field	901	28,000
Plans	905	2,500
R/W	909	500
Soils	910	1,500
Traffic	911	100
Liaison	913	500
Utility	914	100
Specifications	921	500
Environmental	923	100
Hearings	980	100

M-6120 (1)
4-24-78

Total estimated cost of survey . . . . . $ 33,900

Previous authorization . . . . .

Additional authorization requested . . . . .

Additional authorization approved (Salem) . . . . .

Total all authorizations approved (Salem) . . . . .

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

Requests made by:
Richard E. Nelson
Richard E. Nelson Field Engineer

Recommended for Approval:
Regional Engineer

Recommended for Approval:
Frank E. Pepin
Location Engineer

Approved:
Tech. Serv. Engr. ~~Assistant State Highway Engineer~~

SP*23604-734

9239

LOCATION PROSPECTUS

Main St.-LaCreole Dr. (Dallas) Section
Hankel Street, FAU ~~1620~~ 6120
Polk County
January 18, 1978

HIGHWAY: Hankel Street, (City) FAU ~~[illegible]~~.6120

TERMINI: Westerly terminus of the project is the intersection of Hankel St. and Main St. The easterly terminus is LaCreole Dr. Route follows existing Hankel Street.

LENGTH: 0.71 mile

NARRATIVE: Purpose of the survey is to prepare plans, specifications and cost estimate for reconstruction of Hankel Street. Work will include grading, paving, drainage, curb and walk construction. Construction of drainage outfall of Uglow St. is also included. Soils investigations will be required for surfacing design.

A significant drainage problem exists. Part of the project has a large drain ditch along the existing roadway. City of Dallas proposes to change the outfall of the drain ditch. Large capacity culverts or box culverts will be needed to get the drainage across the project under the new section. A drainage study will be necessary to design the system.

The drainage course drains a large area of North Dallas. This area is building up rapidly. Part of the area drained is included in other proposed street improvement projects.

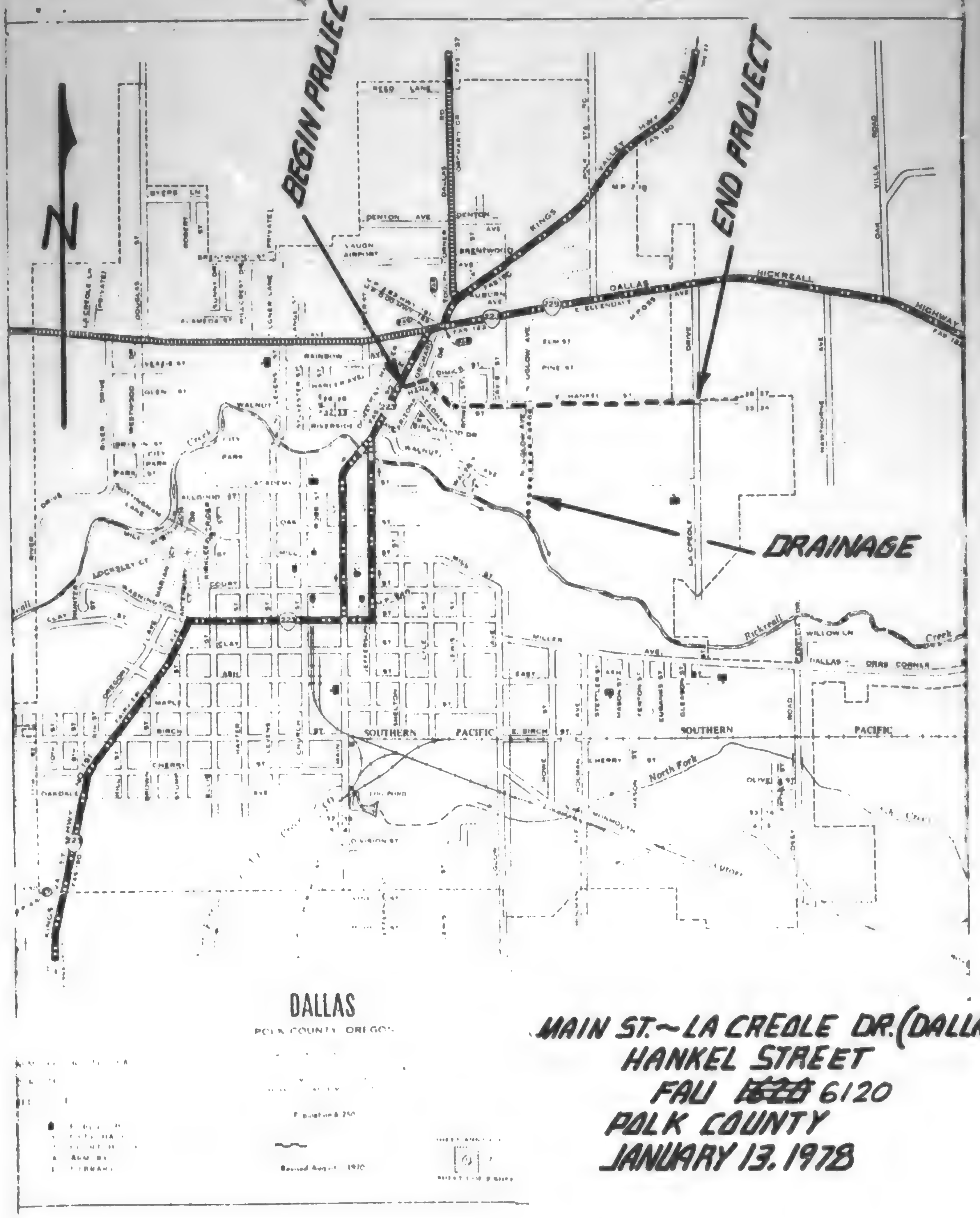
This is a Federal Aid Urban Project.

CHARACTERISTICS: Present ADT 1200 (Ave.), Projected ADT 2400 (1998). Estimated rise and fall is 30 feet, no change is proposed. Alignment will be the same as the existing.

STANDARDS: Urban Collector Street Standards. No deviation from standards is anticipated.

TYPICAL SECTION: Existing, 2-12 foot travel lanes with 2-foot gravel shoulders except from Rowell St. to Dimick St. Rowell St. to Dimick is presently curbed with walks. It is proposed that this section be widened to the north to match the remainder of the project.

TYPICAL SECTION:	Proposed, 2-12 foot travel lanes with 8-foot parking and curbs, walks may be designed, however, it is to be determined if they will be constructed on this project.
BRIDGES:	None. A large culvert or box culvert will cross at Uglow Street intersection and continue down Uglow Street to Rickreall Creek.
ACCESS:	City control.
SURFACING:	To be determined during the survey.
MATERIAL:	Surfacing materials are available from commercial sources in the Salem area. Borrow or waste requirements are not known at this time. City of Dallas has a disposal area for waste materials.
ADDITIONAL: FACILITIES	City of Dallas will complete reconstruction of water lines on Hankel and Uglow prior to construction.
AGREEMENTS:	Agreement with City of Dallas will be required. Preliminary and construction engineering will be performed by the State.
RIGHT OF WAY:	Some additional right-of-way may be required. It is anticipated that the State will negotiate.
PARKS:	A small city park is adjacent the north side of Hankel St. at the intersection of Uglow St. Project will not affect the park. Filling the ditch presently along the south side of the park will provide a safer condition in that area.


BEGIN PROJECT
END PROJECT
DRAINAGE
N
REED LANE
DENTON AVE
BRENTWOOD
KINGS VALLEY HWY
DALLAS HICKREALL HIGHWAY
E ELLENDALE AVE
ELM ST
PINE ST
E HANKEL ST
LA CREOLE DRIVE
WALNUT
CITY PARK
OAK
COURT
CLAY
ASH
MILLER
EAST
SOUTHERN PACIFIC
E. BIRCH ST.
CHERRY
MAIN
CHURCH
OREGON
North Fork
Rickreall Creek
WILLOW LN
DALLAS - ORRS CORNER
OAK VILLA ROAD
DALLAS
POLK COUNTY, OREGON

MAIN ST.~ LA CREOLE DR. (DALLAS)
HANKEL STREET
FAU [illegible] 6120
POLK COUNTY
JANUARY 13. 1978

9239

City of Dallas Office of the City Manager

January 3, 1978

Phillip O. Stearns
Regional Federal Aid Engineer
Region II
East State Highway Building
Salem, OR 97310

Dear Mr. Stearns:

Submitted herewith are two applications for Federal and State financial assistance to assist the city in constructing proposed street improvement projects in Dallas.

1. A safer off-system roads project application request with project assessment and other supporting data. The total cost of the envisional project is $259,800. The S.O.S. grant requested is $64,500. The remaining costs, $195,300, will be funded by the City of Dallas.
2. A Federal Aid Urban System project application request with project assessment and other supporting data. The total cost of this proposal project is $452,400. The F.A.U.S. grant requested is $171,985; the State matching fund request is $13,999. The remaining costs, $266,416, will be funded by the City of Dallas.

The City of Dallas stands ready to assist in any way possible to expedite the approval of these requests. If additional information is desired or clarification is needed on any points of concern, please advise.

Very truly yours,

Howard D. Brandvold
City Manager

cc: Gerald Wimer
Local Government Manager
Department of Transportation

PROJECT MANAGEMENT
PME ☒ CCE ☒ OM ☐
LGE ☒ FAE ☐ OPE ☐
JAN 3 1978
M
File: PM FA
LG OP
TAA Zelmer

P.O. BOX 67 • DALLAS, OREGON 97338 • TELEPHONE (503) 623-2338

DETAIL PROJECT BUDGET SHEET
FEDERAL AID URBAN SYSTEM GRANT REQUEST

S.E. Hankel Street

Grant Funds		
Federal	$171,985	
State	13,999	$185,984
City Funds		
Assessments	$176,400	
General Budget	90,016	$266,416
TOTAL ESTIMATED COST		$452,400

9239

OREGON STATE HIGHWAY DIVISION
PROJECT ASSESSMENT

PART 1. GENERAL INFORMATION

A. Project Identification:

Date December 30, 1977

Section Main Street to S.E. LaCreole

Unit (if appl) N/A

County Polk

City City of Dallas

Highway S.E. Hankel

~~State~~ Hwy. No. ~~N/A~~ FAU [illegible] 6120

Termini: M.P.(if appl) N/A

Length 3765 feet

Region II

Construction Estimate See attached page A-1
Program Amount

B. Purpose of Project: Improve an existing turn-pike roadway Hankel Street and eliminate an open ditch drainage system to a fully improved 40 foot wide collector street with asphalt surface, proper storm drainage, curbs and sidewalks. The project is in an area of rapidly developing single family and multi-family housing. At the present time, many of the lots along the roadway are already improved. The traffic in the area, coupled with the fact that Hankel Street serves as a collector street for the entire area, including a major route for school buses traveling to and from LaCreole Junior High makes the existing turn-pike roadway (Continued Page B-1)

C. Origin & History of Project: The project has long been on the priority list for the city. Hankel Street, a turn-pike roadway is located in a rapidly developing single family and multi-family section of the city. The roadway presently serves as a major collector street for the S.W. section of the community and is used as a major route for school buses, other traffic, and pedestrians traveling to LaCreole Junior High. The area is presently 80% developed with much of the city's multi-family structure located in the area. Because of the traffic and pedestrians in the area, and the nature of its location, the present turn-pike is in need (Continued Page C-1)

D. General Description of Project: The project involves improving Hankel Street from Main Street to LaCreole Drive to a 40 foot collector street with asphalt surface, proper storm sewer system, curbs, gutters and sidewalks. The following is a detailed description:

1) Main to Rowell improve existing 30 foot street to 40 foot collector.
2) Rowell to LaCreole improve existing turn-pike to 40 foot collector.
3) Install proper storm sewer system including installation of pipe to Rickreall Creek.

Alignment: New_____ Existing XX Combined_____

Typical Section: Existing: No. Lanes 2 ; Med.____; Shldrs. (gravel) 2 ft; Parking_____

Proposed: No. Lanes 2 ; Med.____; Shldrs.____; Parking Both sides

Traffic: Existing Facility: Existing ADT_____; Projected ADT_____; Yr.____

Current data not available

Existing Level of Service Collector street (bus route)

Proposed Facility: Projected ADT_____; Yr._____

Projected Level of Service Collector street (bus route)

734-3953 (10-75)

DETAIL PROJECT BUDGET SHEET
FEDERAL AID URBAN SYSTEM GRANT REQUEST

S.E. Hankel Street

Grant Funds		
Federal	$171,985	
State	13,999	$185,984
City Funds		
Assessments	$176,400	
General Budget	90,016	$266,416
TOTAL ESTIMATED COST		$452,400

Purpose of Project - Continued

less than desirable. In addition, the existing roadway does not have sidewalks. Since the street does serve as an access to LaCreole School and serves a densely developing residential area, sidewalks are desperately needed for the protection of the pedestrians.

At the present time, the storm drainage system is an open ditch which runs along side Hankel Street to approximately 1500 feet East of Rowell Street. The open ditch in some areas is 6 feet deep and 10 feet wide and is a definite health and safety hazard. The proposed project would eliminate this ditch by diverting the storm water to Rickreall Creek via a proposed storm line along Uglow Street.

Purpose of Project - Continued

less than desirable. In addition, the existing roadway does not have sidewalks. Since the street does serve as an access to LaCreole School and serves a densely developing residential area, sidewalks are desperately needed for the protection of the pedestrians.

At the present time, the storm drainage system is an open ditch which runs along side Hankel Street to approximately 1500 feet East of Rowell Street. The open ditch in some areas is 6 feet deep and 10 feet wide and is a definite health and safety hazard. The proposed project would eliminate this ditch by diverting the storm water to Rickreall Creek via a proposed storm line along Uglow Street.

Origin and History of Project - Continued

of improvement. However, the existing roadway simply cannot be improved until the existing open ditch is eliminated. In order to eliminate the open ditch situation a storm sewer line is proposed to be constructed from S.E. Hankel to Rickreall Creek, a very costly project. The city has recognized the safety and health hazard created by the turn-pike road and especially the open ditch and has sought alternative methods of financing the storm-sewer project. The elimination of the open ditch, and subsequent relief of the storm problem and improvement to Hankel Street has been placed as the number one priority of street improvements by the city. The large open ditch situation and the turn-pike roadway in an area which is densely developing and serving as a collector street simply poses a definite health and safety factor to the community and must be eliminated. The city council on December 29, 1977, passed a motion to direct the city manager to make application for the Hankel Street improvement and use the total Federal funds available.

Right of Way: Additional anticipated No ; if yes, give approx. No. Parcels_______
Yes, No

Acres_______; Type of Relocation Req.________________; No.________

Materials Source, Borrow, Waste Disposal Requirements, if any: All materials generated by the project will be disposed at city designated sites.

Type of Structure(s): N/A

Brief Description of River or Stream and Type of Involvement, if any: Rickreall is the major creek in Dallas winding its way through the center of town from East to West. Rickreall and Ash Creek, a smaller creek in South part of Dallas, are the major drainage ways for rainfall run-off. Rickreall Creek will be the major drainage way for the proposed project.

Local City, County or COG priorities of project: The improvement of Hankel Street and subsequent elimination of the open ditch and solution of the storm drainage problem was the number one (1) project on a list of city projects adopted by the city council.

FHWA and/or OSHD approvals given, if any:

Location or Design Alternatives (identify and describe):

Roadway in existing right-of-way.

Other Descriptive Information or Comments:

(Attach project sketch map.)

PART II. ENVIRONMENTAL ASSESSMENT

A. Brief Environmental Setting of Project Area:

1. Natural: The soil in the project area is generally silty clay loam with a high shrink-swell factor, and a slow permeability factor with an overall rating from moderate to severe. The area does not have much natural vegetation or wildlife with the exception of the area around Rickreall Creek. The general slope of the land is 1 to 2 percent and it traverses from North to South. There is a terrace located approximately 800 feet from Rickreall Creek which is at an approximate 30 percent slope. Rickreall Creek is located at the southern end of the project area. Wood ducks nest near the creek channel and some other water fowl nest near the creek during the Fall, Winter and Spring. There are also some fish, mainly trout in the creek. The lower portion of the project area is in the Rickreall Flood Plain.

2. Cultural: The project area is located in a rapidly developing single family and multi-family residential area. Much of the area is developed. The area to the North is a rapidly developing multi-family area and the area to the West is single family or commercial property and to the South is Rickreall Creek. Most utilities are underground and the air quality and noise levels are typical of a residential area.

B. Preliminary Assessment of Environmental Impacts:

1. Consequences and Significance of Right-of-Way Acquisition:

No right-or-way needed.

2. Estimated Impact on Traffic Patterns: Improving Hankel Street to a 40 foot collector street will provide for a much better traffic pattern for the traffic flowing from the area to the arterial streets. Since the street is used heavily by school bus traffic and pedestrian traffic, the improvement will eliminate many of the present problems.

Consequences--Air Quality, Noise, Safety, etc.: The project should not have any long range adverse impacts on the air quality or noise. It will, however, eliminate an existing safety hazard by eliminating the existing open ditch.

A short range adverse impact may occur during construction, but steps will be taken to minimize this impact.

3. Estimated Impact on Land Use: The proposed project might lead to full development in the area. The installation of a collector street will provide better access to the property in the area.

Consequences:

4. Expected Impact on Natural Ecological Resources: The elimination of the open ditch in the area should help to eliminate any flooding that occurs from the inadequacy of the existing drainage system. Even though the project will divert the existing storm water into Rickreall Creek, the storm water should not have any major impact on the quality of the water in the creek. Storm runoff is normally during winter rainfalls

Consequences: when Rickreall Creek has its winter high flow. The storm run-off which will enter the creek will be basicly storm run-off from a residential area, therefore not contain oils, grease and other contaminants which come from industrial areas.

5. Expected Impact on Cultural and Scenic Resources: The improvement of the street and subsequent elimination of the open ditch should provide for a much better area to view and live in and make the area conform with the standards of the adjoining residential areas.

Consequences:

6. Preliminary Identification of Areas of Critical Concern:

None anticipated.

7. Potential for Controversial Issues:

None anticipated.

8. Potential for Consistency of Proposal With:

a. Clean Air Implementation Plans

b. Noise Standards

c. Water Quality Standards

d. Area Land Use and Transportation Plans, and Zoning

C. Recommended Type of Action and Documentation:

-------------MAJOR ACTION----------------- ----NON-MAJOR ACTION-----

SIGNIFICANT: NON-SIGNIFICANT:

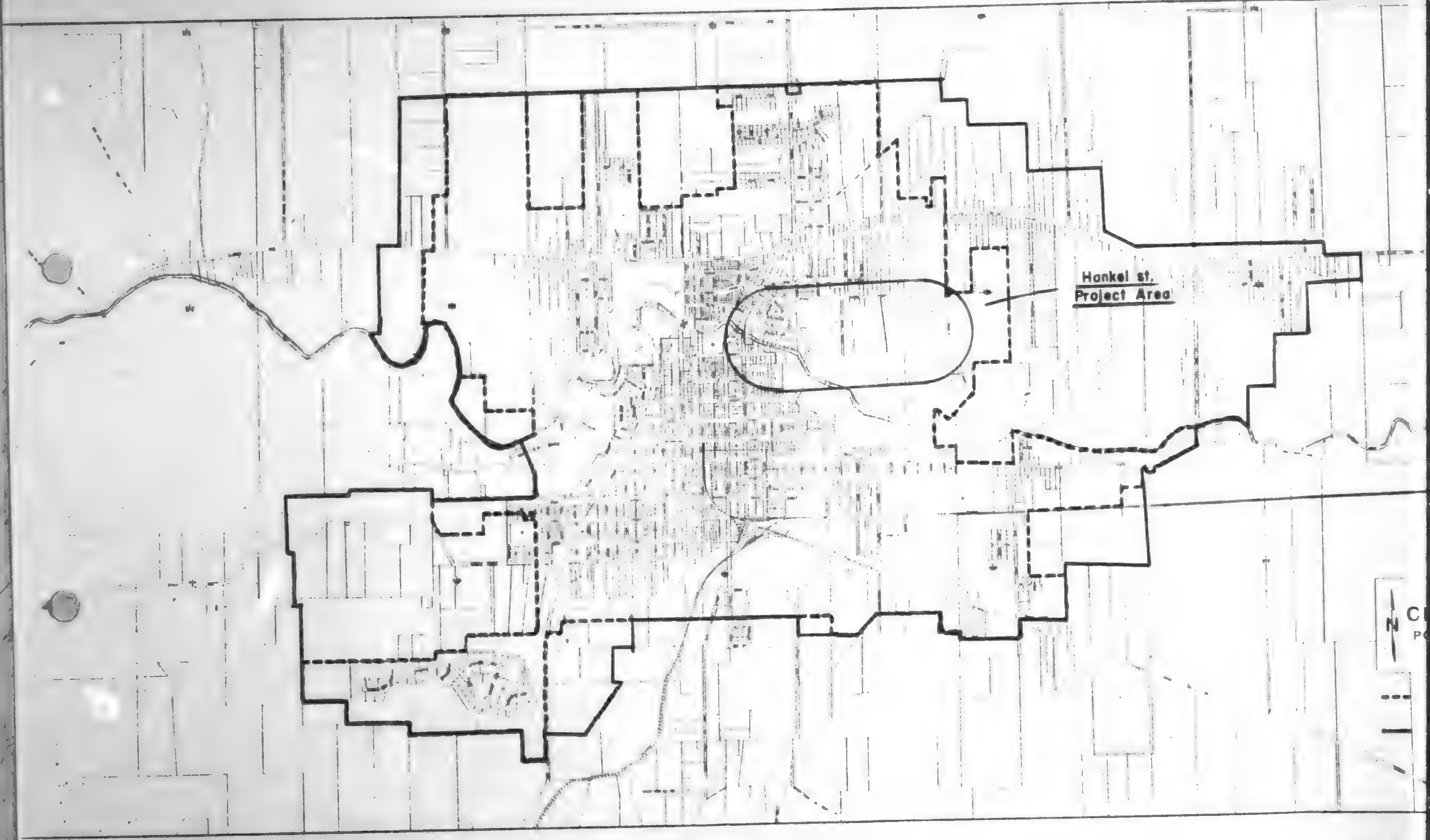
____ D & FEIS ____ D & F Neg.Dec. ____ ASSESSMENT ONLY

____ Section 4(f) ____ Section 4(f) ____ STATEWIDE ASSESSMENT

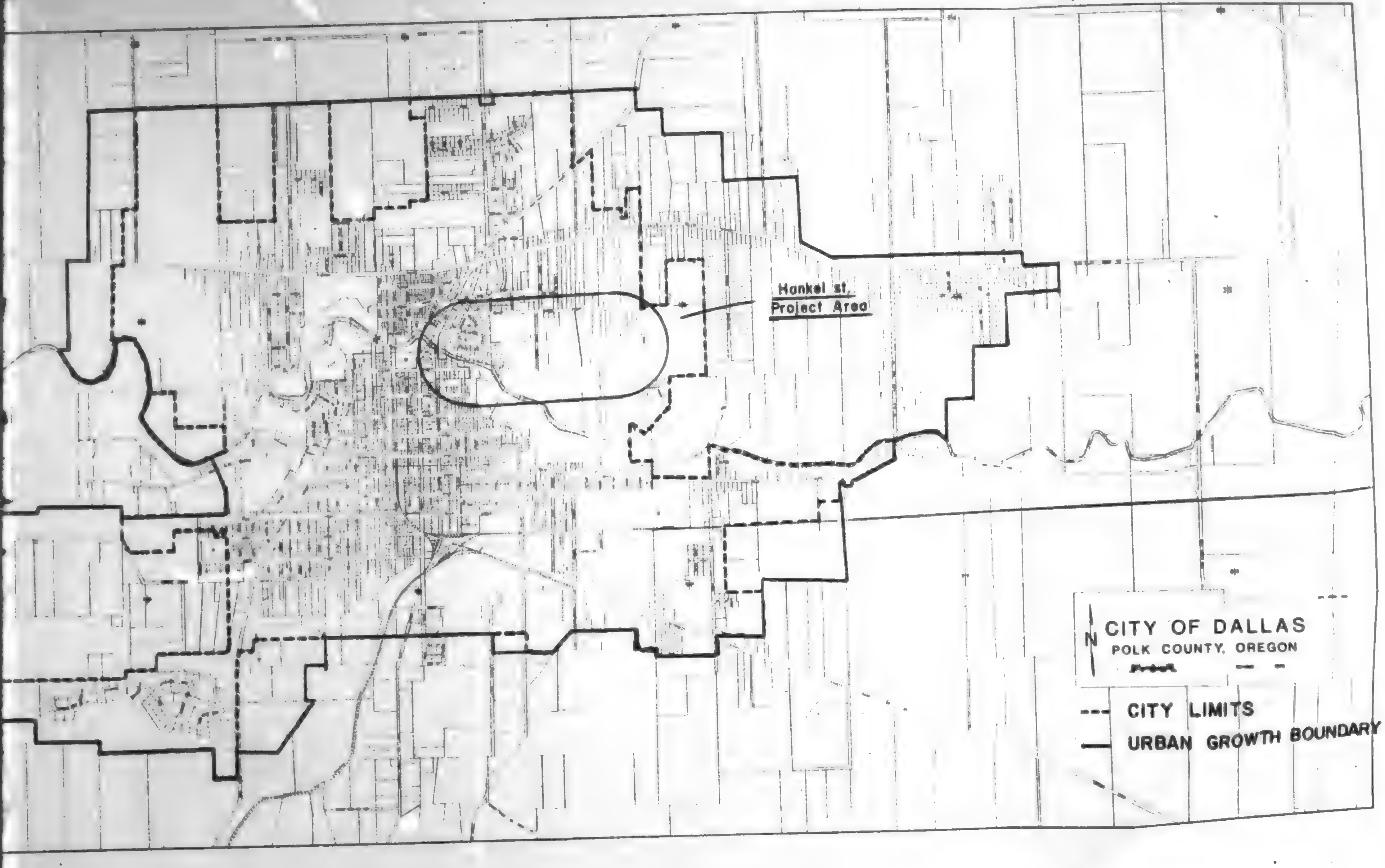
Basis for Type of Action and Documentation:

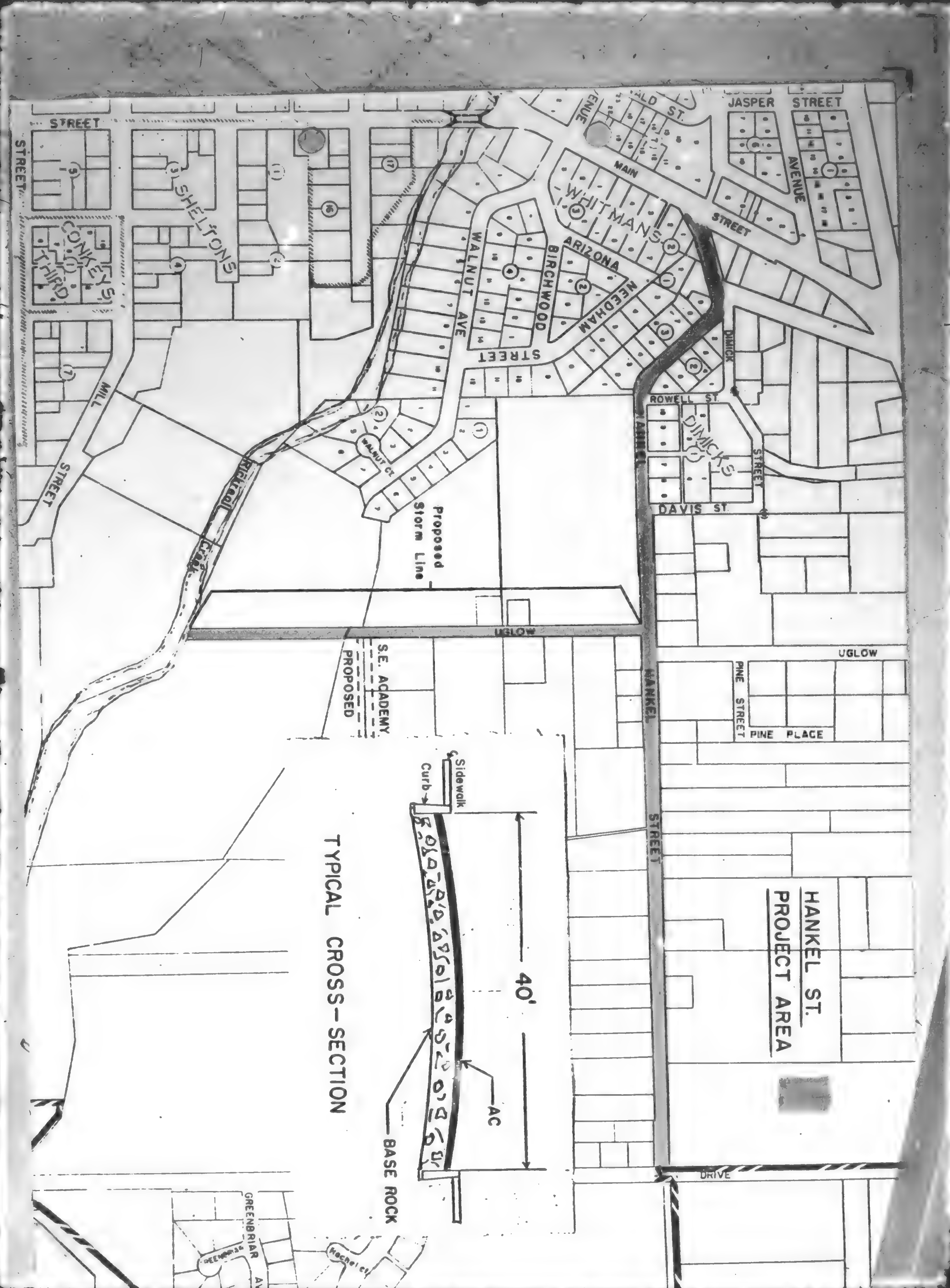
D. Recommended Project Category: _____ 1 _____ 2 _____ 3 _____ 4

VICINITY MAP


Hankel st.
Project Area
N

VICINITY MAP

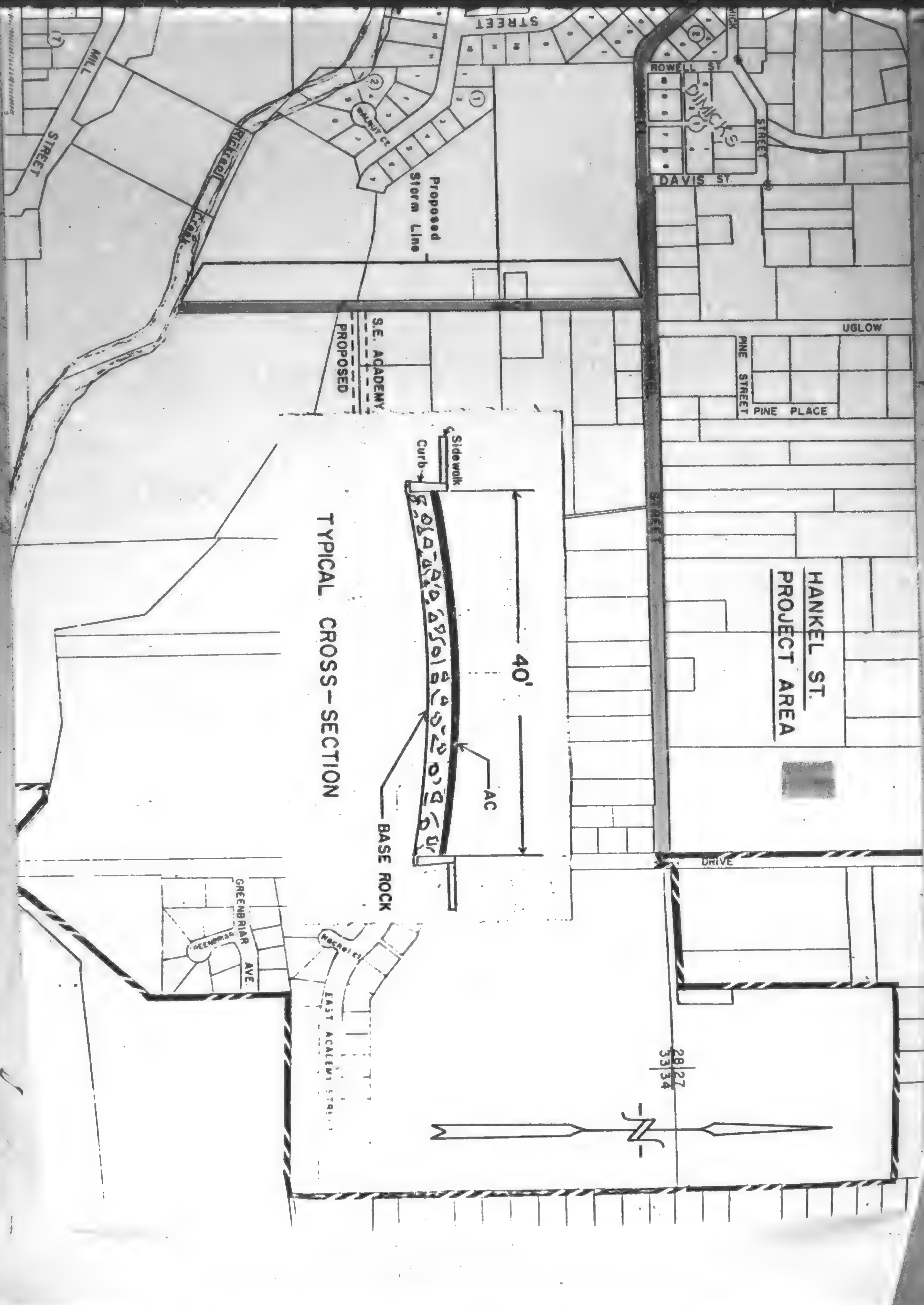

Hankel st. Project Area
N
CITY OF DALLAS
POLK COUNTY, OREGON
CITY LIMITS
URBAN GROWTH BOUNDARY

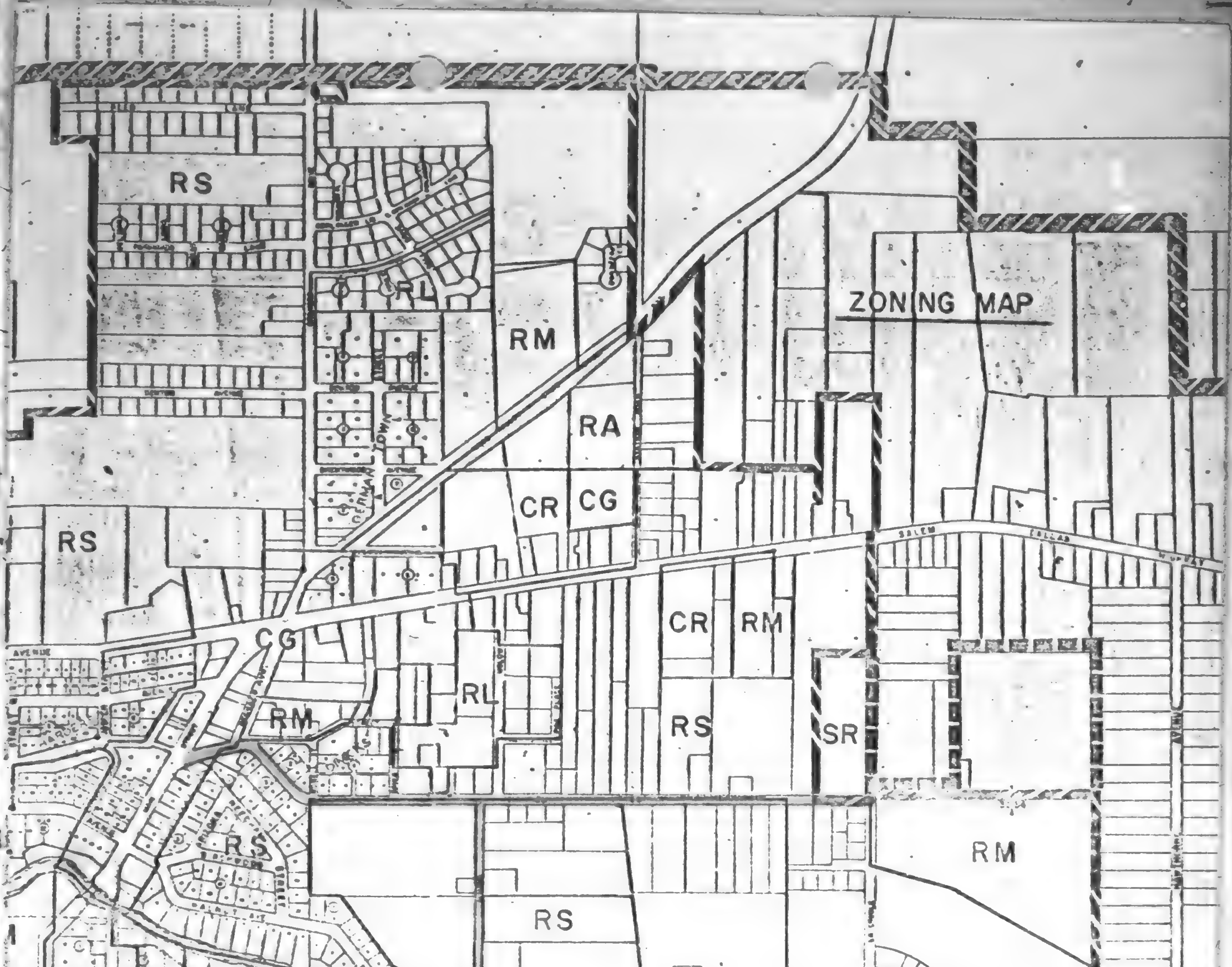


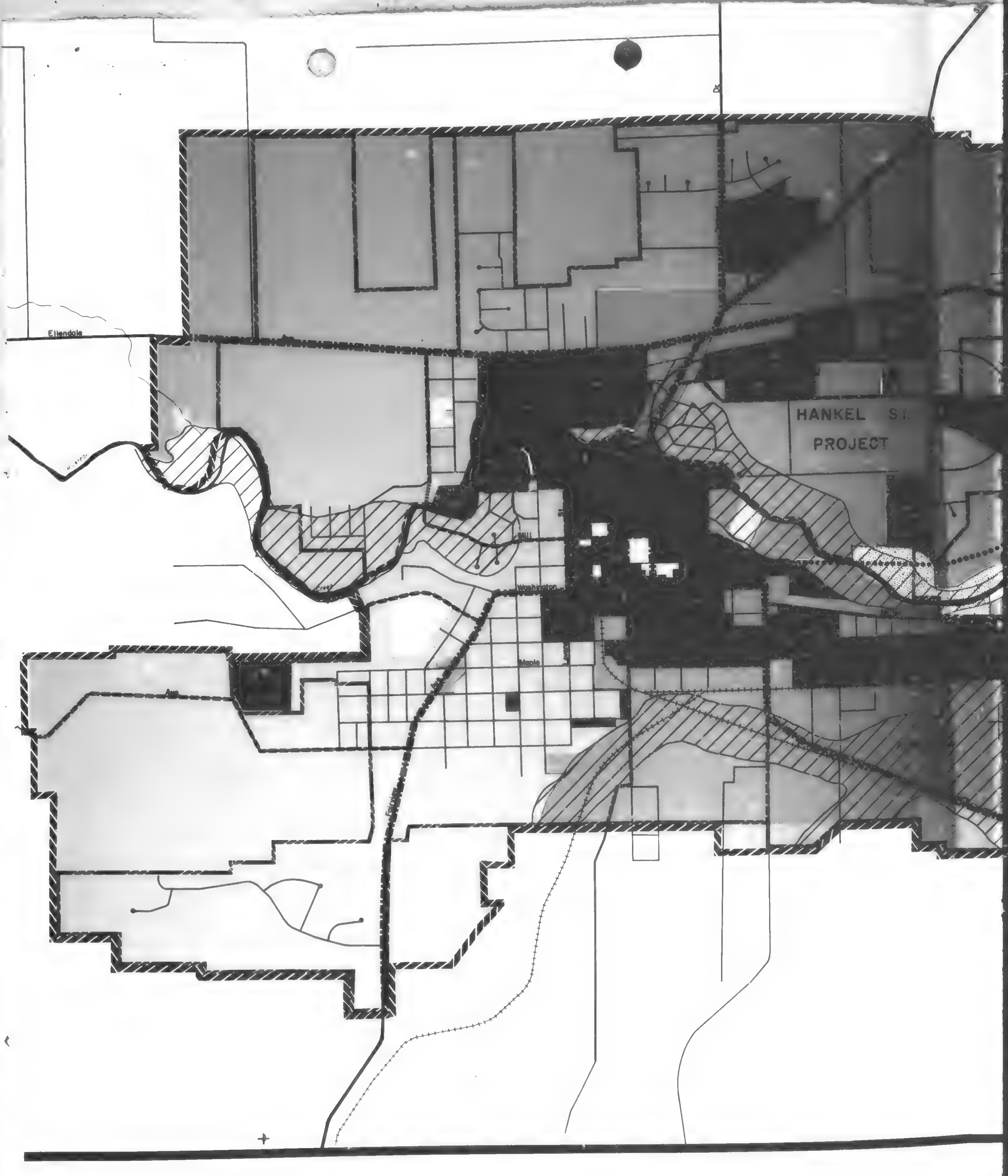
HANKEL ST. PROJECT AREA

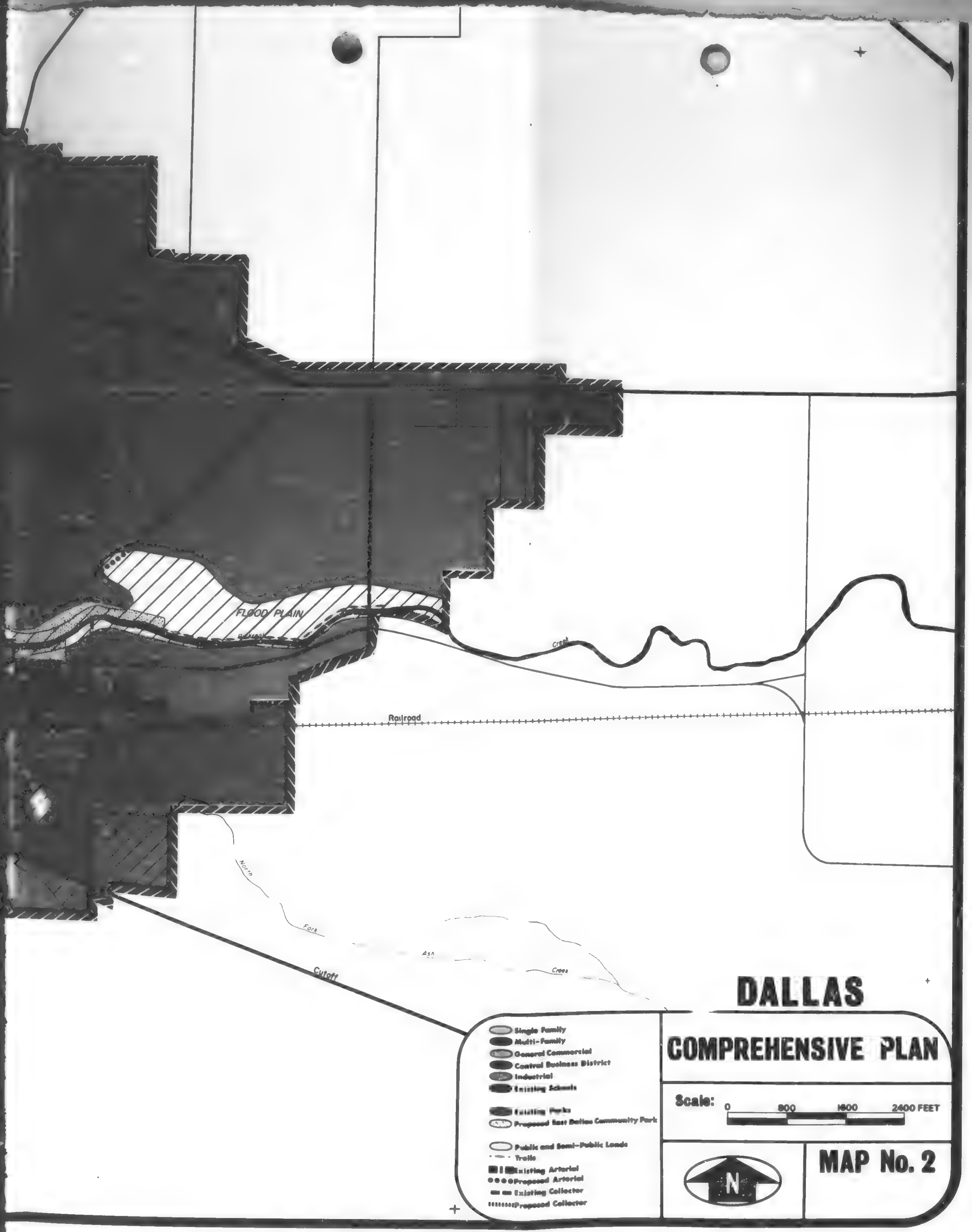
TYPICAL CROSS-SECTION

STREET
STREET
CONKEY'S THIRD
SHELTONS
MILL
STREET
WALNUT AVE
WALNUT CT
BIRCHWOOD
ARIZONA
NEEDHAM
STREET
WHITMANS
MAIN
STREET
JASPER STREET
AVENUE
DIMICK
ROWELL ST.
DIMICKS
STREET
DAVIS ST.
HANKEL
Proposed Storm Line
UGLOW
S.E. ACADEMY PROPOSED
HANKEL STREET
UGLOW
PINE STREET
PINE PLACE
Sidewalk
Curb
40'
AC
BASE ROCK
DRIVE
GREENBRIAR


HANKEL ST.
PROJECT AREA
TYPICAL CROSS-SECTION
Sidewalk
Curb
40'
AC
BASE ROCK
MILL STREET
STREET
Rickreall Creek
WALNUT CT
Proposed Storm Line
ROWELL ST
DIMICKS
STREET
DAVIS ST
UGLOW
PINE STREET
PINE PLACE
S.E. ACADEMY
PROPOSED
HANKEL STREET
DRIVE
GREENBRIAR AVE.
Greenbriar
Mochel Ct
EAST ACADEMY STREET
28 | 27
33 | 34
N
1
2


ZONING MAP
RS
RL
RM
RA
CR
CG
RS
CG
SALEM
CR
RM
RL
RM
RS
SR
RS
RM
RS
RA
RS
ACADEMY
RM
IL
RA
CBD
RL
RS
CR
RM
RS
RM
RS
RL
IP


Ellendale
HANKEL ST.
PROJECT
Still
Washington
Maple


FLOOD PLAIN
Railroad
Creek
Railroad
North Fork Ash Creek
Cutoff
DALLAS
COMPREHENSIVE PLAN
Single Family
Multi-Family
General Commercial
Central Business District
Industrial
Existing Schools
Existing Parks
Proposed East Dallas Community Park
Public and Semi-Public Lands
Trails
Existing Arterial
Proposed Arterial
Existing Collector
Proposed Collector
Scale: 0 800 1600 2400 FEET
N
MAP No. 2

- 1980 Wallace Br.-Upper Salt 9240
- Cr. Rd. Sec. on Willamina-Salem
- Hwy. (Gr., pav. & Struc.)

9240

Form Approved: OMB No. 2125-0529
Exp. Date 8/31/85

TO BE COMPLETED BY FHWA	U.S. Department of Transportation **Federal Highway Administration**	State Oregon
MONTHLY TRANSACTION NUMBER 9-194	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County Polk
PROJECT REPORT NUMBER	9-23-86	Project Number TQF-F-47(11)
MODIFICATION NUMBER 5		

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on January 26, 1981, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 2,484,596.00	$ 2,418,571.00
	533,262.14 (010)	475,061.14 (010)
Federal funds	$ 1,656,907.86 (124)	1,656,907.86 (124)
Other revisions		

This modification is made for the following reasons:

To release federal funds for use on other projects

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 23TH day of SEP, 1986

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Manager, Program Section
(Title)

For: Larry Rulien

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

Oregon State Highway Division
Salem, Oregon September 19, 1986

Gen Files

Federal-Aid Project No. TQF-F-47(11)

Wallace Bridge-Upper Salt Creek Road Section
Willamina-Salem Highway
Polk County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code 6201
Roadway (Sta. 15+63 to Sta. 248+126.98)(Sta. 250+15.65 thru Sta. 295+10.43 BK = Sta. 296+40.85 Ah to Sta. 410+00)

Subtotal the same as previous estimate of December 30, 1980	$ 1,945,115.50
Subtotal	$ 1,945,115.50
Engineering	177,114.50
Total	$ 2,122,230.00

Type Code X031
Structure Bridge #1756 (Sta. 248+26.98 to Sta. 250+15.65)

Total the same as previous estimate of December 30, 1980	$ 296,341.00

Length of Roadway -------------------- 7.409 miles
Length of Structure ------------------ 0.036 miles
TOTAL 7.445 miles

Cost of Roadway Per Mile ------------ $286,439.47

SUMMARY OF FUNDS

Description	Pro-Rata	Total Cost	Federal Funds	State Funds
Roadway	88.15%	$2,122,230.00	$1,870,745.00	$251,485.00
Structure	88.15%	296,341.00	261,224.00	35,117.00
TOTAL		$2,418,571.00	$2,131,969.00	$286,602.00
Code TQF (124)		$1,879,646.00	$1,656,907.86	$222,738.14
Code F (010)		538,925.00	$ 475,061.14	$ 63,863.86

Group 1 = 30%; Group 2 = 70%; Group 8 = 0%
Contract No. 9240
Prefix: 27-1958
Prefix: 27-1098

DDB:me

9240

TO BE COMPLETED BY FHWA	U.S. Department of Transportation **Federal Highway Administration**	Form Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER 8-295 + 296	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	State OREGON
PROJECT REPORT NUMBER	8-30-84	County POLK
MODIFICATION NUMBER 4		Project Number TQF-F-47(11)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on January 26, 1981, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	1,581,328.00(124) $ 903,268.00(010)	~~1,884,976.00~~ 1,879,646 $ ~~599,619.00~~ 604,950 Bw
Federal funds	1,393,939.91(124) $ 796,230.09(010)	~~1,661,606.21~~ (124) $ ~~528,563.79~~ (010) 1,656,907.86 - 124 533,262.14 - 010
Other revisions		

This modification is made for the following reasons: To include increase in Appn Code 124, to utilize balance of funds subject to lapse, and decrease Appn Code 010 in a like amount.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 30th day of August, 1984.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By Gary A. Potter

Manager, Program Section
(Title)

~~By~~ FOR: H. S. Coulter, P.E.

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By Tony Burrow
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

Jan

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON AUGUST 28, 1984

FEDERAL AID PROJECT NO. TQF-F-47(11)

WALLACE BRIDGE-UPPER SALT CR. ROAD SECTION
WILLAMINA-SALEM HIGHWAY
POLK COUNTY

REVISED PROJECT AGREEMENT ESTIMATE

TYPE CODE 6201
ROADWAY (Sta. 15+63 to Sta. 248+126.98)(Sta. 250+15.65 thru Sta. 295+10.43 BK = Sta. 296+40.85 Ah to Sta. 410+00)

Total the same as previous estimte of December 30, 1980 — $2,188,256.00

TYPE CODE X031
STRUCTURE BRIDGE #1756 (Sta. 248+26.98 to Sta. 250+15.65)

Total the same as previous estimate of December 30, 1980 — $ 296,341.00

Length of Roadway ------------------	7.409 miles
Length of Structure ----------------	0.036 miles
TOTAL	7.445 miles

Cost of Roadway Per Mile ----------- $295,350.92

SUMMARY OF FUNDS (88.15%)

DESCRIPTION	TOTAL COST	FEDERAL FUNDS	STATE FUNDS
Roadway	$2,188,255.00	$1,928,946.00	$259,309.00
Structure	296,341.00	261,224.00	35,117.00
TOTAL	$2,484,596.00	$2,190,170.00	$294,426.00
Code TQF (124)	1,879,646.00 $~~1,884,976.00~~	1,656,907.86 $~~1,661,606.21~~	222,738.14 ~~$223,369.79~~
Code F (010)	604,950.00 $ ~~599,619.00~~	533,262.14 $ ~~528,563.79~~	71,687.86 $ ~~71,055.21~~

Group 1: 30%; Group 2: 70%; Group 8: 0%
Contract No. 9240
Prefix: 27-1958
Prefix: 27-1098

RHZ:pf

9240

STATE COPY

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TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	State Oregon
MONTHLY TRANSACTION NUMBER 9-155-156		County Polk
PROJECT REPORT NUMBER	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT** 9-20-83	Project Number TQF-F-47(11)
MODIFICATION NUMBER 3		

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on January 26, 19 81, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	1,277,229.00 (124) $1,207,367.00 (010)	1,581,328.00 (124) $ 903,268.00 (010)
Federal funds	1,125,877.34 (124) $1,064,292.66 (010)	1,393,939.91 (124) $ 796,230.09 (010)
Other revisions		

This modification is made for the following reasons: to include increase in Appn Code 124, to utilize balance of funds subject to lapse and decrease Appn Code 010 in a like amount.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 20th day of September, 1983.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By Gary A. Potter
Manager, Program Section
(Title)

XXX For: H.S. Coulter, P.E.
State Highway Engineer
(Title)

By
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)
For: Dale E. Wilken

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

Gen file

Oregon State Highway Division
Salem, Oregon September 16, 1983

Federal-Aid Project No. TQF-F-47(11)

Wallace Bridge-Upper Salt Cr. Road Section
Willamina-Salem Highway
Polk County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code 6201
Roadway (Sta. 15+63 to Sta. 248+126.98)(Sta. 250+15.65 thru Eq. Sta. 295+10.43 BK = Sta. 296+40.85 Ah to Sta. 410+00)

Total the same as previous estimate of December 30, 1980	$2,188,256.00

Type Code X031
Structure Bridge #1756 (Sta. 248+26.98 to Sta. 250+15.65)

Total the same as previous estimate of December 30, 1980	$ 296,341.00
Length of Roadway	7.409 miles
Length of Structure	0.036 miles
TOTAL	7.445 miles
Cost of Roadway Per Mile	$ 295,350.92

SUMMARY OF FUNDS (88.15%)

Description	Total Cost	Federal Funds	State Funds
Roadway	$ 2,188,255.00	$ 1,928,946.00	$ 259,309.00
Structure	296,341.00	261,224.00	35,117.00
Total	$ 2,484,596.00	$ 2,190,170.00	$ 294,426.00
Code TQF (124)	$ 1,581,328.00	$ 1,393,939.91	$ 187,388.09
Coder F (010)	903,268.00	796,230.09	107,037.91

Group 1 - 30%; Group 2 - 70%; Group 8 - 0%
Contract No. 9240
Prefix: 27-1958
Prefix: 27-1098

9240

2.

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	State Oregon
MONTHLY TRANSACTION NUMBER 9-130 & 131		County Polk
PROJECT REPORT NUMBER	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT	Project Number TQF-F-47(11)
MODIFICATION NUMBER 2	9/21/82	

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on January 26, 19 81, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 1,170,365.00(124) ~~1,314,231.00(010)~~	$ 1,277,229.00(124) ~~1,207,367.00(010)~~
Federal funds	$ 1,031,676.11(124) ~~1,158,493.89(010)~~	$ 1,125,877.34(124) ~~1,064,292.66(010)~~
Other revisions		

This modification is made for the following reasons: to include increase in Appn Code 124, to utilize balance of funds subject to lapse, and decrease Appn Code 010 in a like amount.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 21st day of September, 19 82.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Program Management Engineer
(Title)

XXBy For: H.S. Coulter, P.E.

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

Oregon State Highway Division
Salem, Oregon September 21, 1982

Federal-Aid Project
No. TQF-F-47(11)

Wallace Bridge-Upper Salt Cr. Road Section
Willamina-Salem Highway
Polk County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code 6201
Roadway (Sta. 15+63 to Sta. 248+126.98)(Sta. 250+15.65 thru Eq. Sta. 295+10.43 BK = Sta. 296+40.85 Ah to Sta. 410+00)

Total the same as previous estimate of December 30, 1980 $2,188,256.00

Type Code X031
Structure Bridge #1756 (Sta. 248+26.98 to Sta. 250+15.65)

Total the same as previous estimate of December 30, 1980 $ 296,341.00

Length of Roadway -----------	7.409 miles
Length of Structure ---------	0.036 miles
TOTAL	7.445 miles

Cost of Roadway Per Mile-----$295,350.92

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Roadway	$2,188,255.00	$1,928,946.00	$259,309.00
Structure	296,341.00	261,224.00	35,117.00
TOTAL	$2,484,596.00	$2,190,170.00	$294,426.00
Code TQF(124)	$1,277,229.00	$1,125,877.34	$151,351.66
Code F (010)	1,207,367.00	1,064,292.66	143,074.34

Group 1 - 30%; Group 2 - 70%; Group 8 - 0%
Contract No. 9240
Prefix: 27-1958
Prefix: 27-1098

9240

STATE COPY

TO BE COMPLETED BY FHWA	S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	ate Oregon
MONTHLY TRANSACTION NUMBER 9-402 + 403		County Polk
PROJECT REPORT NUMBER	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	Project Number TQF-F-47(11)
MODIFICATION NUMBER 1	9-30-81	

The Project Agreement for the above-referenced project entered into between the undersigned parties

and executed by the Division Administrator on January 26, 19 81,

is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	1,160,522.00(124) $~~1,324,074.00(010)~~	1,170,365.00(124) ~~1,314,231.00(010)~~
Federal funds	1,023,000.00(124) $~~1,167,170.00(010)~~	1,031,676.11(124) ~~1,158,493.89(010)~~
Other revisions		

This modification is made for the following reasons: To include increase in Appn Code 124, to utilize balance of funds subject to lapse, and decrease Appn Code 010 in in a like amount.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 30th day of September, 19 81.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Asst. State Highway Engineer
(Title)

XXX For: H.S. Coulter

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

Gen-File

Oregon State Highway Division
Salem, Oregon September 28, 1981

Federal Aid Project
No. TQF-F-47(11)

Wallace Bridge-Upper Salt Cr. Road Section
Willamina-Salem Highway
Polk County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code 6201
Roadway (Sta 15+63 to Sta. 248+26.98)(Sta. 250+15.65 thru Eq. Sta. 295+10.43 Bk = Sta. 296+40.85 Ah to Sta. 410+00)

Total the same as previous estimate of Dec. 30, 1980	$2,188,256.00

Type Code X031
Structure, Bridge #1756 (Sta. 248+26.98 to Sta. 250+15.65)

Total the same as previous estimate of Dec. 30, 1980	$ 296,341.00

Length of Roadway ----------	7.409 Miles
Length of Structure --------	0.036 Miles
TOTAL	7.445 Miles

Cost of Roadway Per Mile ---$295,350.92

Work Retained in Program Status
(Not included in amounts below)

Slide Correction	All Required	$ 5,000.00
Bikeway Signs	All Required	1,500.00

SUMMARY OF FUNDS (88.15%)

Description	Total Cost	Federal Funds	State Funds
Roadway	$2,188,255.00	$1,928,946.00	$259,309.00
Structure	296,341.00	261,224.00	35,117.00
TOTAL	$2,484,596.00	$2,190,170.00	$294,426.00
Code-TQF(124)	$1,170,365.00	$1,031,676.11	$138,688.89
Code-F (010)	$1,314,231.00	$1,158,493.89	$155,737.11

Group 1 30%; Group 2 70%; Group 8 0%
Contract No. 9240
Prefix: 27-1958
27-1098

92 8

STATE COPY OMB No. 04-R2089

BE COMPLETED BY FHWA MONTHLY TRANSACTION NO. 2-8 & 2-7	. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION **FEDERAL-AID PROJECT AGREEMENT** 1-26-81	State regon County Polk Project No. TQF-F-47(11)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

SR 22, 0.28 mi. W SR 18, SE 7.47 mi.

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	11-25-80	7.445
OTHER *(Specify)*		

FUNDS PRO RATA 88.15%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 1,160,522.00 (TQF 124) $ 1,324,074.00 (F 010)	$ 1,023,000.00 (TQF 124) $ 1,167,170.00 (F 010)

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Assistant State Highway Engineer
(Title)

XX For: H.S. Coulter

State Highway Engineer
(Title)

By

(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)
For [illegible] Green

Date executed by Division Administrator JAN 26 1981

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

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Oregon State Highway Division
Salem, Oregon, December 30, 1980

Federal Aid Project
No. TQF-F-47(11)

Wallace Bridge-Upper Salt Cr. Road Section
Willamina-Salem Highway
Polk County

Project Agreement Estimate.

Type Code 6201
Roadway (Sta. 15+63 to Sta. 248+26.98)(Sta. 250+15.65 thru EQ. Sta. 295+10.43 Bk = Sta. 296+40.85 Ah. to Sta. 410+00)

Furnishing Field Laboratory	1	Each	$2,500.00	$ 2,500.00
Mobilization	All Required (92%)			111,780.00
Temporary Protection and Direction of Traffic	All Required (92%)			11,040.00
Temporary Signs	906	Sq.Ft.	3.50	3,171.00
Temporary Barricades	8	Each	50.00	400.00
Temporary Concrete Barriers, Reflectorized	650	Lin.Ft.	28.00	18,200.00
Moving Temporary Concrete Barriers	2,600	Lin.Ft.	0.10	260.00
Temporary Plastic Safety Markers	29	Each	50.00	1,450.00
Temporry Delineators	394	Each	12.00	4,728.00
Flagmen	1,400	Hour	23.50	32,900.00
Pilot Car	260	Hour	1.00	260.00
Temporary Reflective Pavement Markers	80	Each	6.00	480.00
Clearing and Grubbing	All Required			30,000.00
Removal of Structures and Obstructions	All Required			2,000.00
General Excavation	50,300	Cu.Yd.	2.63	132,289.00
Toe Trench Excavation	75	Cu.Yd.	18.00	1,350.00
Trench Excavation	210	Cu.Yd.	15.00	3,150.00
Aggregate Shoulders	11,050	Ton	5.90	65,195.00
Aggregate Ditch Lining	3,160	Sq.Yd.	4.50	14,220.00
Cement Treated Base Mixture	18,900	Ton	6.35	120,015.00
Portland Cement in CTB Mixture	1,040	Ton	78.00	81,120.00
Ashalt in Seal	25	Ton	180.00	4,500.00
Class "B" Asphalt Cement Mixture	39,200	Ton	12.00	470.400.00
Class "B" Asphalt Concrete Mixture in Leveling	1,500	Ton	12.00	18,000.00
Asphalt Cement in Mixture	3,070	Ton	145.00	445,150.00
Asphalt Membrane	722	Sq.Yd.	35.00	25,270.00
Asphalt in Tack Coat	100	Ton	180.00	18,000.00
8-inch Culvert Pipe	160	Lin.Ft.	26.00	4,160.00
12-inch Culvert Pipe	230	Lin.Ft.	15.00	3,450.00
18-inch Culvert Pipe	122	Lin.Ft.	33.00	4,026.00
24-inch Culvert Pipe	10	Lin.Ft.	65.00	650.00
Extra for Pipe Under Pavement	45	Lin.Ft.	22.00	990.00
Concrete Inlets, Type G-2	4	Each	500.00	2,000.00
4-inch Polyethylene Drain Pipe	1,150	Lin.Ft.	1.25	1,437.50

Oregon State Highway Division
Salem, Oregon, December 30, 1980

Federal Aid Project
No. TQF-F-47(11)

Filter Fabric	860 Sq.Yd.	1.75	1,505.00
Gravel in Drains	70 Cu.Yd.	26.50	1,855.00
Guard Rail, Type 2A	8,164 Lin.Ft.	9.75	79,599.00
Guard Rail, Type 3	200 Lin.Ft.	25.00	5,000.00
Guard Rail Anchors, Type 1	33 Each	250.00	8,250.00
Guard Rail Anchors, Type 2	5 Each	300.00	1,500.00
Extra for Guard Rail Bridge Connections	4 Each	375.00	1,500.00
Rail End Pieces, Type B	7 Each	30.00	210.00
Rail End Pieces, Type C	33 Each	70.00	2,310.00
Extra for 8-foot Posts	515 Each	5.00	2,575.00
Extra for Asphalt Approaches	80 Each	190.00	15,520.00
Extra for Mailbox Turnouts	8 Each	190.00	1,520.00
Drainage Curbs	1,000 Lin.Ft.	2.25	2,250.00
Loose Riprap, Class 50	70 Cu.Yd.	21.50	1,505.00
Loose Riprap, Class 100	130 Cu.Yd.	21.50	2,795.00
Loose Riprap, Class 700	225 Cu.Yd.	21.50	4,837.50
Delineators	150 Each	10.00	1,500.00
Roadside Seeding and Mulching	12 Acre	625.00	7,500.00
Removal of Existing Sign Installations	All Required		380.00
Wood Sign Posts	All Required		800.00
Type "C" & "D" Signs in Place	119 Sq.Ft.	4.50	535.50
Type "U" Signs in Place	77 Sq.Ft.	11.00	847.00
Move and Reinstall Existing Signs	All Required		1,400.00
			$1,779,915.50

Anticipated Items

Permanent Pavement Striping	All Required	$ 3,400.00
Temporary Pavement Striping	All Required	3,400.00
Bikeway Stencils	All Required	500.00
Bikeway Striping	All Required	3,500.00
Temporary Erosion Control	All Required	2,000.00
Asphalt Cement Adjustment	All Required	150,000.00
On the Job Trainees (3 @ $800)	All Required	2,400.00
		$ 165,200.00
	Subtotal	$1,945,115.50
	Engineering	243,139.50
	Total	$2,188,256.00

Type Code X031
Structure, Bridge #1756 (Sta. 248+26.98 to Sta. 250+15.65)

Mobilization	All Required (8%)	$ 9,720.00
Temporary Protection and Direction of Traffic	All Required (8%)	960.00
Alterations to Existing Structure	All Required	33,000.00

Structure Excavation	180 Cu.Yd.	$ 30.00	5,400.00
Structural Concrete Class 3300 (175 c.y.)	All Required		66,375.00
Structural Concrete, Class 4500 (95 c.y.)	All Required		24,000.00
Reinforcement (59,000 lbs.)	All Required		25,380.00
Structurl Steel (54,750 lbs.)	All Required		45,000.00
Clean and Paint Steel Members	All Required		15,000.00
Steel Sheet Piling	720 Lin.Ft.	50.00	36,000.00
Concrete Dams	43 Lin.Ft.	60.00	2,580.00
	Subtotal		$ 263,415.00
	Engineering		32,926.00
	Total		$ 296,341.00

Length of Roadway	7.409 Miles
Length of Structure	0.036 Mile
Total Length	7.445 Miles
Cost of Roadway Per Mile.	$295,350.92

Work Retained in Program Status
(Not included in amounts below)

Slide Correction	All Required	$ 5,000.00
Bikeway Signs	All Required	1,500.00

SUMMARY OF FUNDS 88.15%)

Description	Total Cost	Federal Funds	State Funds
Roadway	$2,188,255.00	$1,928.946.00	$259,309.00
Structure	296,341.00	261,224.00	35,117.00
Total	$2,484,596.00	$2,190.170.00	$294,426.00
Code TQF 124 (G1)	$1,160,522.00	$1,023,000.00	$137,522.00
Code F 010 (G2)	$1,324,074.00	$1,167,170.00	$156,904.00

Group 1	30%
Group 2	70%
Group 8	0%
Contract No.	9240
Prefix No.	27-1958
Prefix No.	27-1098

Wallace Bridge-Upper Salt Cr. Road
(Nonparticipating - State Work)

State Responsibility for Damages	All Required		$ 3,500.00
Furnish Mailbox Posts	All Required		500.00
Setting Mailbox Posts	20 Each	$ 60.00	1,200.00

9240

STATE COPY

cc: OSHD (Coulter)

rll

U.S. Department of Transportation
Federal Highway Administration

FINAL ACCEPTANCE REPORT

REGION NO. 10	REPORT NO. 2	COUNTY Polk	DIVISION Oregon
DATE OF REPORT 11/19/84	REPORT MADE BY 11-19-84 W. H. Kappus, Area Engineer		PROJECT NO. TQF-F-47(11)
COMPLETION DATE (Actual) 4/23/82	ACCEPTANCE DATE BY CONRTACT AGENCY 5/9/83	TIME ELAPSED 102 %	CONTRACT TIME 310 CD

LOCATION

SEE BELOW

The FHWA-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted. (Projects over $500,000)
A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

WALLACE BRIDGE - UPPER SALT CREEK ROAD
WILLAMINA - SALEM HIGHWAY
Grading, Paving & Structure

This project provided for a pavement overlay and shoulder widening of 5.4 miles of primary highway. Work also provided for the construction of a left turn bay, the extension of a passing lane and the widening of a narrow bridge.

There were no major overruns or underruns and no contract claims.

A final inspection of the completed project was made May 13, 1982.

NOTED
W. E. SCHWARTZ

RECEIVED
STATE HWY ENGR
NOV 28 '84
REFER TO Fredrickson
FOR

Info	Issue	R/D	D/R	Sign	Act	File

11/29

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE W. H. Kappus Original Signed By WILLIAM H. KAPPUS Area Engineer		SIGNATURE G. K. Hossner Original Signed By G. K. HOSSNER Field Operations Engineer	
TITLE Area Engineer	DATE 11/26/84	TITLE Field Operations Engineer	DATE 11/27/84

FORM FHWA 1446B   PREVIOUS EDITIONS MAY BE USED.

9240

8

June 3, 1983

United Pacific Insurance Company
Bond Department
33405 8th Ave. So. C-3000
Federal Way, WA 98003

CON 5
#9240

Gentlemen:

On May 11, 1983, we wrote to you concerning release of final payment on Contract No. 9240 awarded to J. C. Compton Co. for work on the Wallace Bridge-Upper Salt Creek Road Section of the Willamina-Salem Highway in Polk County.

The total contract amount is $2,061,273.30 including $7,574.44 for work performed under force account.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

ks

cc: J. C. Compton Co.
P.O. Box 768
McMinnville, OR 97128

bc: C. T. Keasey
Walt Hart
C. O. Fredrickson

9240.

W. E. Schwartz

5-31-83

NOTED
W. E. SCHWARTZ

REPORT OF ACTION UNDER DELEGATED AUTHORITY BY

ASSISTANT STATE HIGHWAY ENGINEER

RECEIVED
STATE HWY ENGR
JUN 21 '83
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

n behalf of the Commission and under delegated authority, the following contracts were accepted as being completed according to specifications:

Contractor and Contract No.	Section and County	Acceptance Date
Bonstan Const. Co. No. 9435	NE 242nd Dr.-Buxton Rd. Multnomah County	May 5, 1983
Douglas S. Coats, Inc. No. 9429	Chas. E. Reynolds, Baker Valley, Weatherby & Ontario Safety Rest Areas Union, Baker & Malheur Counties	May 6, 1983
Hamilton Electric, Inc. No. 9437	Clear Lake Rd. @ Green Hill Rd. Lane County	May 6, 1983
J. C. Compton Co. No. 9240	Wallace Br.-Upper Salt Cr. Rd. Polk County	May 9, 1983
Mocon Corp. No. 9102	Columbia Slough-NE Failing St. Multnomah County	May 10, 1983
Staton Const., Inc. No. 9418	NW Nicolai St.-W.Fremont Intchge. Multnomah County	May 11, 1983
Hansen Electric Co. No. 9464	E. Entrance to S.W.O.C.C.(Coos Bay) Coos County	May 11, 1983
Douglas S. Coats Inc. No. 9525	Foley Slough (Fry Lane) Br. Harney County	May 11, 1983
Roseburg Paving, Inc. No. 9472	Oakland/Shady Hwy. @ Page Rd. Douglas County	May 11, 1983
Hansen Electric Co. No. 9477	Coos Bay/Roseburg Hwy. @ 10th St. (Coquille) Coos County	May 16, 1983
Bracelin-Yeager Excavation & Trucking No. 9567	Coquille & Myrtle Point Slide Correction Coos County	May 17, 1983
Eisenhour Const. Co., Inc. No. 9444	Col. River Br. (N. Channel) Multnomah, OR & Clark, WA Counties	May 18, 1983

Contractor and Contract No.	Section and County	Acceptance Date
Sims Electric, Inc. No. 9554	Ore. Coast Hwy. @ 22nd St. (Reedsport) Douglas County	May 18, 1983
Wildish Const. Co. No. 9061	Junction City-Airport Rd. Lane County	May 23, 1983
Jim Hall Contracting No. 9564	Celilo Sand Stabilization Wasco County	May 24, 1983
Douglas S. Coats, Inc. No. 9482	Juniper Canyon Bridge Gilliam County	May 25, 1983
Auburn Const. Co. No. 9459	Battle Cr.-N. Jefferson Int. Marion County	May 26, 1983
E.M.Waldron Sr. Const.,Inc. No. 9557	C.O.I. Canal Bridge Deschutes County	May 31, 1983

May 31, 1983

W. E. Schwartz, P.E.
Asst. State Highway Engineer

9240

8-19-82

L.

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. TQF-F-47(11)
2. STATE PROJECT NO. See below
2A. COUNTY NAME Polk
3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division
4. PROGRAM NO.
5. ITEM NO. 80381
6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, ORegon

7. DATE AUTHORIZATION EFFECTIVE 6/15/82
8. FEDERAL ROUTE NUMBER Primary 47
9. STATE ROUTE NUMBER Primary 30
10. GENERAL LOCATION:
Wallace Bridge - Upper Salt Creek Road
11. GENERAL DESCRIPTION OF WORK
Remove slide material, install rock counter-balance and correct drainage
12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☒ CONSTRUCTION PROCEED ON ~~AN AGREED PRICE AND/OR~~ FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

I approve the advance authorization date of 6/15/82 as requested in Mr. Keasey's letter of 8/4/82 as being in the public interest for the use of State Forces to proceed with the above work. State Force Order Supplemental #4 is approved for a TEC of $47,000 Federal Funds $41,432.

RECEIVED
STATE HWY ENGR
AUG 20 '82
REFER TO
FOR
Info | Inves | R/D | D R | Sig | Ac | File

Orig to
8-20-82

14. DATE 8/19/82
15. SIGNATURE OF APPROVING OFFICIAL G. K. Hossner
16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

9240

8-19-82

2.

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. TQF-F-47(11)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Polk

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 80381

6. TO
Mr. H. S. Coulter
State HIghway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 8/19/82

8. FEDERAL ROUTE NUMBER Primary 47

9. STATE ROUTE NUMBER Primary 30

10. GENERAL LOCATION:
Wallace Bridge - Upper Salt Creek Road

11. GENERAL DESCRIPTION OF WORK
Construct drainage curb in guardrail areas

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
☒ CONSTRUCTION PROCEED ON ~~AN AGREED PRICE AND/OR~~ FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

I approved the advance authorization date of 6/15/82 as requested in Mr. Keasey's letter of 8/4/82 as being in the public interest for the use of State Forces to proceed with the above work. State Force Order No. 8 is approved for a TEC of $2,600 Federal Funds $2,292.

RECEIVED
STATE HWY ENGR
AUG 20 '82
REFER TO [illegible]
FOR
Info | Inv | R/D | D R | | Act | File

Orig to
8-20-82

14. DATE 8/19/82

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hassner

16. TITLE for Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

9240

STATE OF OREGON

HIGHWAY DIVISION

INTEROFFICE MEMO

PRO 6-2

TO: Vern E. Skoog
Highway Controller

DATE: August 3, 1982

FROM: D.E. Swan
Program Control Engineer

SUBJECT: Final Voucher Submission
Project No. TQF-F-47(11)
Wallace Br.-Upper Salt Cr. Section
Polk County

As you are aware, unobligated balances of transition quarter funds (Appn Code 124) are subject to lapse on September 30, of each year. We currently have 15 active projects utilizing this appropriation code, eight of which are jointly funded with other funds.

To insure that there will be no loss of Federal funds it is imperative that we retain a jointly financed project using currently available appropriation code funds as the last project to be finaled. This will insure that all available Federal funds are utilized.

To accomplish this, we suggest that the final voucher on the subject project be withheld until all the other projects funded with transition quarter monies are closed.

CL:bkc

cc: Shirley Williams (FHWA)
General Files

9240 7-20-82 L.

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. TQF-F-47(11)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Polk

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 80381

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 7/20/82

8. FEDERAL ROUTE NUMBER Primary 47

9. STATE ROUTE NUMBER Primary 30

10. GENERAL LOCATION:
Wallace Bridge - Upper Salt Creek Road

11. GENERAL DESCRIPTION OF WORK
Utility adjustment

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* Utility adjustment

13. REMARKS

As requested in Mr. Swan's letter of 7/14/82 you are now authorized to proceed with the actual adjustments to the Buell - Red Prairie Water Association's facilities on an actual cost basis estimated to be $3,105 Federal Funds $2,737.

I approve the agreement with Buell - Red Prairie Water Association.

Approval and participation for the eligible portion of the work authorized above is subject to the provisions of the Federal-aid Program Manual.

RECEIVED
STATE HWY ENGR
JUL 22 '82
REFER TO Moehring
FOR
Info | Inves | R/D | D R | Sign | Act | File

Orig to
7-22-82

14. DATE 7/20/82

15. SIGNATURE OF APPROVING OFFICIAL

16. TITLE for Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

9240

L.

ROW 18-4

July 14, 1982

RECEIVED
TECHNICAL SERVICES
JUL 15 '82
REFER TO
FOR

Info	Invest	R/D	D/R	Sign	Act	File

TO: D. E. Wilken, Division Administrator
Federal Highway Administration

FROM: D. E. Swan
Program Control Engineer

NOTED
E. S. HUNTER

SUBJECT: Water Line Relocation
Buell-Red Prairie Water Association
Wallace Bridge-Upper Salt Creek Rd. Section
Willamina-Salem Highway
Polk County
Project No. TQF-F-47(11)

Here is a copy of an estimate of cost to adjust the Buell-Red Prairie Water Association's facilities dated July 6, 1982, and a sketch showing their proposed relocation. It is anticipated that there may be costs involved in getting an easement and damage to crops if work is done before harvest.

A certification prepared by Don Bedford as to the Association's rights in the land occupied by their facilities is in our files.

A copy of the relocation letter to the Association dated December 2, 1981 was previously supplied to your office.

An appropriate permit for the utility's proposed relocation will not be issued as utility will relocate to private property.

The State is not entitled to a credit for expired service life under the provisions of Paragraph 9b (1) (b) of PPM 30-4, as the relocation involves a segment of facilities less than one mile in length.

There will be no betterment derived from the proposed adjustment of the Association's facilities and has been provided for in the attached estimate.

Your approval of the actual cost agreement, as evidenced above, and authorization to proceed with the work under the provisions of PPM 30-4 and 30-4.1 is requested. Estimated cost to the State is $3,105.

JMC/DES/llr
Enclosure
cc: E. S. Hunter, J. M. Cartwright,
Don Bedford, Pete Gonzalez

9240 L.

FORM E-1 (REV 10-69)

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Wallace Br. - Upper Upper Salt Cr. Rd.

WEEK ENDING: 4-24-82

SECTION PREFIX: 27-1098

HIGHWAY: Willamina - Salem

COUNTY: Polk

NAME OF JOB: Wallace Br. -Upper Salt Cr. Rd.

KIND OF WORK: Grading, Paving, & Structure

CONTRACTOR: J. C. Compton Co.

CONTRACT NUMBER: 9240

FEDERAL AID PROJECT NUMBER: TQF-F-47(11)

DATE OF CONTRACT: 12-23-80

DATE WORK STARTED: 2-2-81

ESTIMATED COMPLETION DATE: 4-23-82

AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 4 SUPERVISION: 1

SPECIFIED WORK DAYS:

SPECIFIED CALENDAR DAYS 317

WORK DAYS USED:

CALENDAR DAYS USED 316

SPECIFIED COMPLETION DATE:

PERCENT OF TIME ELAPSED: 99%

PROJECT AUTHORIZATION: $2,502,721.81

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 99%

EXCLUSIVE OF ENGINEERING: $2,325,679.37

ENGINEERING AUTHORIZATION: $178,042.11

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 99%

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $2,220,000.00

ENGINEERING COST TO DATE: $237,730.43

DATE PROJECT WAS COMPLETED: 4-23-82

ESTIMATED PERCENT: OVERRUN UNDERRUN 4.5%

PERCENT OF AUTHORIZATION: 134%

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
100%	100%	100%	100%	100%	100%		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	5.4	7.47			7.47
MILES PARTIALLY COMPLETED					
MILES COMPLETED	5.4	7.47			7.47
TOTAL ESTIMATED QUANTITIES (CONTRACT)	50,600	18,900			39,200
TOTAL QUANTITIES CORRECTED TO DATE	50,600	18,900			43,200
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	50,600	18,900			43,200
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY	1				
HOURS PER SHIFT	6				

EQUIPMENT USED DURING THE WEEK:

1 Pickup, 1 Flatbed Truck, and 1 Compressor

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	1756A							
PERCENT	100%							

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Partly Cloudy	0		
MONDAY	Clear, Warm	0		
TUESDAY	Clear, Warm	0		
WEDNESDAY	Clear, Warm	0		
THURSDAY	Clear, Warm	0		
FRIDAY	Partly Cloudy	1		
SATURDAY	Partly Cloudy	0		

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CONSTRUCTION SECTION
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GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	N/A
MONDAY	Contacted contractor about resuming work remaining on contract. N/A
TUESDAY	N/A
WEDNESDAY	N/A
THURSDAY	N/A
FRIDAY	B. 1756A Cleaned joint at Bent 3 and placed poured joint sealer. Removed waterstop at Bent 2 and repaired epoxy dam and reinstalled joint. Replaced guardrail spacer blocks at guardrail connections on all four corners of the bridge.
SATURDAY	N/A

REMARKS

Friday's work completes the contract work. Semi-final data will be submitted next week.

SIGNED Don Thurston LOCATION Salem

Don Thurston

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP*F216

9240 1-21-82 L.

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. TQF-F-47(11)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Polk

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 80381

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 1-7-82

8. FEDERAL ROUTE NUMBER Primary 47

9. STATE ROUTE NUMBER Primary 30

10. GENERAL LOCATION:
Wallace Bridge - Upper Salt Creek Road

11. GENERAL DESCRIPTION OF WORK
Furnish and install culvert

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
☒ CONSTRUCTION PROCEED ON XXXXXXXXXXXXXXXXXXX FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

I approve the advance authorization date of 1-7-82 as requested in Mr. Keasey's letter of 1-12-82 as being in the public interest for the use of State Forces to proceed with the above work. State Force Order No. 7 is approved for a TEC of $4,000 - FF $3,526.

RECEIVED
STATE HWY ENGR
JAN 27 '82
REFER TO [illegible]
FOR
Info | Inves | R/D | D.R | Sign | Act | Note

0119
109

14. DATE 1-21-82

15. SIGNATURE OF APPROVING OFFICIAL G K [illegible]

16. TITLE for Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

9240

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

1-18-82

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. TQF-F-47(11)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Polk

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 80381

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 12/21/81

8. FEDERAL ROUTE NUMBER Primary 47

9. STATE ROUTE NUMBER Primary 30

10. GENERAL LOCATION:

Wallace Bridge - Upper Salt Creek Road

11. GENERAL DESCRIPTION OF WORK

Revised cost of Force Account

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* See below

13. REMARKS

As requested in Mr. Keasey's letter of 1/11/82 this will confirm the advance approval date of 12/21/81 to increase the TEC of Force Order #4 to $25,000 Federal Funds $22,038. (F.O. #4 Supplemental)

(Increase TEC $10,000 Federal Funds $8,815)

RECEIVED
STATE HWY ENGR
JAN 26 '82
REFER TO Moenning
FOR
Info Invs R/D D/R Sign File

orig 1-26-82

14. DATE 1/18/82

15. SIGNATURE OF APPROVING OFFICIAL B. K. Gossner

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

9240

2.

VICTOR ATIYEH
GOVERNOR

Oregon State Highway Division

TRANSPORTATION BUILDING, SALEM, OREGON 97310

January 8, 1982

NOTED
H.S.COULTER

CON 5 #9240

J. C. Compton, Company
P.O. Box 768
McMinnville, OR 97128

RE: Time Extension Request
Wallace Bridge - Upper Salt Cr. Rd.
Contract No. 9240
TQF-F-47(11)

Gentlemen:

Your request for additional contract time in which to complete the above project has been carefully reviewed. Your request for an additional 6 calendar days due to delays resulting from right-of-way acquisition is denied, since project completion does not appear to have been delayed by right-of-way acquisition.

Although not requested, a time extension of 7 dalendar days is granted due to added work performed under Price Agreement No. 8 and the extra work of pouring the bridge deck saw cut. The revised time of completion for this project is 317 calendar days.

Sincerely,

O. B. Jackmond
For C. T. Keasey, P.E., P.L.S.
Assistant State Highway Engineer

CTK:OBJ:cb

cc. H. S. Coulter ✓ (att. 1 letter)
C. O. Frederickson "
Don Thurston "
FHWA " 2 "
Bob Church

RECEIVED
STATE HWY ENGR
JAN 11 '82
REFER TO
FOR

Info	Inves	R/D	D.R	Sign	Act	File

27-1098

STATE OF OREGON

INTEROFFICE MEMO

TO: C. T. Keasey
ASSISTANT STATE HIGHWAY ENGINEER

DATE: December 17, 1981

FROM: Gerald Wimer, P.E.
REGION CONSTRUCTION ENGINEER

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DEC 17 1981
CONSTRUCTION BRANCH
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SUBJECT: Time Extension Request
Wallace Br.- Upper Salt Cr. Rd.
Willamina-Salem Hwy
Contract 9240

J. C. Compton Company, through the attached December 7 letter from Terry Guisinger and formal request, asks that the authorized 310 calendar days (cd) be increased by 6 cd to 316 cd. They base their request on the time it took the state to acquire additional right of way in the vicinity of Station 393 to Station 405+50.

Project Manager Don Thurston in his attached December 11 letter analyzes the contractor's request and finds that our acquiring additional right of way within the station limits the contractor cited did not delay his operations. We did, however, acquire an easement just downstream from the Mill Creek Bridge after we went to contract to provide an extension of the riprap at the northeasterly corner of the structure. The structure widening and its related work became the time controll on this project. Therefore, it is more appropriate to grant time for this particular delay than the one mentioned by the contractor. Mr. Thurston determined that the riprap extension required an additional 4 work days. By adding weekends, this becomes 6 cd. He agrees we should grant that amount of extension for work to date.

We anticipate the following to complete the project:

Pour bridge deck saw cut (EWO): 1 cd.
Repair or replace bridge expansion seal: 1 cd.
Replace guardrail blocks, each corner of the Mill Creek Bridge: 1 cd.
Paving joint repair (May issue negative PA): 1 cd.
Miscellaneous approach and intersection work (EWO): 1 - 3 cd.

Although the first two of these anticipated items most likely will be done simultaneously, we should grant the day that we are obligated to for the extra work. To date, we have not issued an extra work order for the last listed item. Therefore, we should not grant any time for it.

CTK –
I concur with Region & Proj. Mg'r. & recommend a 7 C.D. extension of contract time.

In summary, we should grant 7 cd. With the originally authorized 310 cd., this will make a new total authorization of 317 cd., which with the 315 cd. charged to date leaves 2 cd. for the remaining work. It may take him anywhere from 1 to 4 days to do this remaining work depending upon the consolidation of work that he exercises. He may also have State forces, by virtue of a negative price agreement, perform one of his obligations, namely repairing the poor pavement joints.

GW/rgb
cc: Don Thurston

9240 2.

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

1-4-82

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. TQF-F-47(11)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Polk

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 80381

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 11/25/81

8. FEDERAL ROUTE NUMBER Primary 47

9. STATE ROUTE NUMBER Primary 30

10. GENERAL LOCATION:

Wallace Bridge - Upper Salt Creek Road Section

11. GENERAL DESCRIPTION OF WORK

Remove slide material, install rock counterbalance and correct drainage

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION

☐ ACQUISITION OF RIGHT-OF-WAY

☐ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS

☒ CONSTRUCTION PROCEED ON ~~[illegible]~~ FORCE ACCOUNT BASIS

☐ OTHER *(Specify)*

13. REMARKS

I approve the advance authorization date of 11/25/81 as requested in Mr. Keasey's letter of 12/22/81 as being in the public interest for the use of State Forces to proceed with the above work. State Force Order No. 4 is approved for a TEC of $15,000 Federal Funds $13,223.

RECEIVED
STATE HWY ENGR
JAN 11 '82
REFER TO Moehring
FOR
Info Inves R/D D/R Sign Act File

orig
1-11-82

14. DATE 1/4/82

15. SIGNATURE OF APPROVING OFFICIAL

16. TITLE for Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

9240

30

ROAD DESIGN SECTION 378-6558

ROW 3:1

J. B. Boyd, Manager
Right of Way Section

December 4, 1981

J. H. Versteeg
Road Design Engineer

Files 52424, 52425 & 52426
Wallace Bridge-Upper Salt Creek Section
Willamina-Salem Highway
Polk County

Versteeg
Anderson
Christensen
Olson
Sullivan
Jerpin
Trout
Wakerlig

RECEIVED
DEC 04 1981
ROAD DESIGN
SECTION

Do Not [illegible]
Return To
Bring Up /
Action

Attached are descriptions (3 files), an authorization and right of way prints covering additional right of way required for the subject project now under construction.

ORIGINAL SIGNED BY
W. H. WAKERLIG

By:

W. H. Wakerlig
R/W Descriptions Supervisor

WHW:rlr
Attachments

9240 10-21-81 L

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. TQF-F-47(11)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Polk

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 80381

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 9/24/81

8. FEDERAL ROUTE NUMBER Primary 47

9. STATE ROUTE NUMBER Primary 30

10. GENERAL LOCATION:
Wallace Bridge - Upper Salt Creek Road

11. GENERAL DESCRIPTION OF WORK
Install 20 ft. section CMP for slope protection and construct energy dissapation basin at toe of slope

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☒ CONSTRUCTION PROCEED ON ~~[illegible]~~ FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

I approve the advance authorization date of 9/24/81 as requested in Mr. Keasey's letter of 10/2/81 as being in the public interest for the use of State Forces to proceed with the above work. State Force Order No. 3 is approved for a TEC of $1,800 Federal Funds $1,587.

orig 10/26

RECEIVED
STATE HWY ENGR
OCT 26 '81
REFER TO Moehring
FOR
Info Inves R/D D/R Sign Act File

14. DATE 10/21/81

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hosmer

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

#9240 10-19-81 L.

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. TQF-F-47(11)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Polk

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 80381

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE	8. FEDERAL ROUTE NUMBER	9. STATE ROUTE NUMBER
9/16/81	Primary 47	Primary 30

10. GENERAL LOCATION: Wallace Bridge - Upper Salt Creek Road Section

11. GENERAL DESCRIPTION OF WORK: Bikeway Signing

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
☒ CONSTRUCTION PROCEED ON FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

I approve the advance authorization date of 9/16/81 as requested in Mr. Keasey's letter of 10/2/81 as being in the public interest for the use of State Forces to proceed with the above work. State Force Order No. 2 is approved for a TEC of $1,500 Federal Funds $1,322.

RECEIVED
STATE HWY ENGR
OCT 23 '81
REFER TO Moehring
FOR
Info Inves R/D D/R Sign Act File

Orig 10-23

14. DATE	15. SIGNATURE OF APPROVING OFFICIAL	16. TITLE
10/19/81	G. K. Hussner	for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

9240

STATE OF OREGON INTEROFFICE MEMO

File 27-1098

TO: Gerald Wimer
Region 2 Construction Engineer

DATE: September 15, 1981

FROM: Don Thurston
Don Thurston
Resident Engineer

SUBJECT: Fatal Accident
Wallace Bridge - Upper Salt Creek Road Section
Willamina - Salem Highway
Polk County
Contract No. 9240

REGION 2 ENGINEER
RECEIVED
SEP 16 1981
RLE RDE RE RCE RME RTE ROE ULE GEO RSO ENV RFE

On Sunday (9-13-81) there was an accident on the project in the climbing lane section at Station 287+50. The accident was a head-on which resulted in three fatalities.

The apparent cause was a westbound vehicle crossing the double yellow line near Sta. 290 and striking an eastbound vehicle.

The final paving and shoulder aggregate has been finished for approximately three weeks. The pavement is striped including edge lines.

The 35 MPH legal speed signing was in place at the time of the accident but was removed 9-14-81.

No skid marks were apparent at the site Monday. Pavement width in this area is 46' consisting of one westbound lane and 2 eastbound lanes with 5' shoulders. Photos will be submitted as soon as they are processed.

DT:ct

cc Jack Sollis
C T Kenney
Rick Kuehn

9-21-81
Copy to: H.S. Coulter

1 ASHE K
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SEP 17 1981
CONSTRUCTION BRANCH
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RECEIVED
STATE HWY ENGR
SEP 21 '81
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

Contains Recycled Materials
81-125-1387

9240

30

ROAD DESIGN SECTION 378-6558

D. O. Christensen
Construction Operations Engineer

August 24, 1981

DNStoudenmeyer
D. N. Stoudenmeyer
Design Engineer Supervisor

Wallace Bridge-Upper Salt Creek Road Section
Willamina-Salem Highway
Polk County

On August 21, 1981 a field inspection of traffic control on the subject project was held. Several questions on signing were brought up to which I offer the following answers:

Gerald Wimer brought up the point that sometimes flashers are put on "Road Construction" signs and sometimes not. Criteria such as size of project, traffic volume, location of project and availability of power are used to determine the need for flashers.

The resident engineer on the project stated that the contractor had put up some "Do Not Pass" signs for which he would be paid extra as they were not called for on the plans. On page 31 of the specifications it calls for "Do Not Pass" signs and they are shown on sheet 2J of the plans.

The resident also stated that a "Pilot Car" sign was not included. According to our standard the term "Pilot Car" is paid for by the hour and includes all items necessary for its operation. The sign falls into the category of necessary items.

The speed limit signs were added to the project after the job was on the shelf. Bill Beard feels they are only of value where the area is patrolled and the speed enforced. He agrees there are places that warrant these signs on an individual basis. However, he does not agree with mixing orange and white speed signs.

I believe our plans are sound and the complaints unfounded.

DNS:rlr

cc: Bill Beard
D. N. Stoudenmeyer

9240

36

ROAD DESIGN SECTION 378-6558

August 15, 1979

Leonard L. Wallace
Bridge Design Engineer

Lyle K. Watson
Lyle K. Watson
Design Engineer Supervisor

Wallace Bridge-Upper Salt Creek Sec.
~~Willamina-Salem Highway~~
Polk County

A four-inch overlay of the existing highway is proposed for this section. Please review and submit your recommendations for handling the overlay at the following structures.

M.P. 0.33W - Bridge No. 2081 So. Yamhill River

M.P. 3.97 - Bridge No. 2015 Gooseneck Creek

M.P. 4.71 - Bridge No. 1756 Mill Creek

LKW:cj

cc: Jerry Miller

RECEIVED
AUG 16 1979
ROAD DESIGN SECTION

Versteeg
Anderson
Christensen
Olsen
Sullivan
Turpin
Trout
Weberlig

file

☐ Do Not File
Return To
Bring Up ___/___
Action

9240

ROAD DESIGN SECTION 378-6558

J. B. Boyd, Manager
Right of Way Section

August 4, 1981

J. H. Versteeg
Road Design Engineer

File 52188
Wallace Bridge-Upper Salt Creek Section
Willamina-Salem Highway
Polk County

Attached is a description (1 file), an authorization, correspondence and right of way prints covering additional right of way required for the subject project which is now under construction.

By: ORIGINAL SIGNED BY
W. H. WAKERLIG

W. H. Wakerlig
R/W Descriptions Engineer

WHW:rlr
Attachments

#9240

L.

TRA 7

STATE OF OREGON

INTEROFFICE MEMO

TO: H. S. Coulter
State Highway Engineer

DATE: April 21, 1981

FROM: L. E. George
Traffic Engineer

SUBJECT: Temporary Construction Speed Zone
Willamina-Salem Highway No. 30
Wallace Bridge - Upper Salt Creek Road Section

Our recent letter of request for a temporary speed zone on the Willamina-Salem Highway (copy attached) apparently left some questions unanswered.

The reason for the 1.4-mile-long speed zone is primarily due to the vertical alignment. The bridge which is being reconstructed is at the bottom of a 1.3-mile-long, 6% downgrade for westbound traffic. Due to the number of large trucks on this section of highway, we feel it is important for the safety of the motoring public and the construction workers that all vehicles be slowed to 35 MPH before they begin the downgrade. We realize that this restricted speed may cause some inconvenience for eastbound vehicles; however, the safety benefits to the westbound vehicles far outweigh the inconvenience to eastbound vehicles.

Also, to clarify which structure is being reconstructed, I have circled it in red on the attached map.

L E George
L. E. George
Traffic Engineer

DW:er

Attachments

cc: R. W. [illegible]sen

APPROVED
H S Coulter
STATE HIGHWAY ENGINEER
Date 4/22/81

RECEIVED
STATE HWY ENGR
APR 22 '81
REFER TO

FOR

Info	Inves	R/D	D/R	Sign	Act	File

TRA 7

STATE OF OREGON

INTEROFFICE MEMO

TO: H. S. Coulter
State Highway Engineer

DATE: March 26, 1981

FROM: L. E. George
Traffic Engineer

SUBJECT: Temporary Construction Speed Zone
Willamina-Salem Highway No. 30
Wallace Bridge - Upper Salt Creek Road Section

H. S. COULTER

We have recently been notified by the Region II Office that work is about to begin on the Mill Creek structure on the above project.

In order to provide for the safety of motorists and construction workers during this construction period, the following temporary speed zoning should be installed as per ORS 487.905(2):

On The Willamina-Salem Highway No. 30

35 MPH from M.P. 4.60 (Engr. Sta. 245) to M.P. 6.00 (Engr. Sta. 320). This speed zoning is to be in effect during all stages of the bridge construction over Mill Creek.

If you concur, please approve and forward a copy of this letter to Mr. Robert Gormsen for his records.

L E George

L. E. George
Traffic Engineer

Cy to George 4-1-81

where is bridge?
Map sh[illegible] 2
Ie [illegible] [illegible] 1.4 mile reduced speed zone?
HSC

DW:er

cc: R. W. Gormsen
C. O. Fredrickson

APPROVED

STATE HIGHWAY ENGINEER

Date

[illegible]81

MAR 31 '81

REFER TO

FOR

Info	Inves	R/O	D/R	Sign	Act	File

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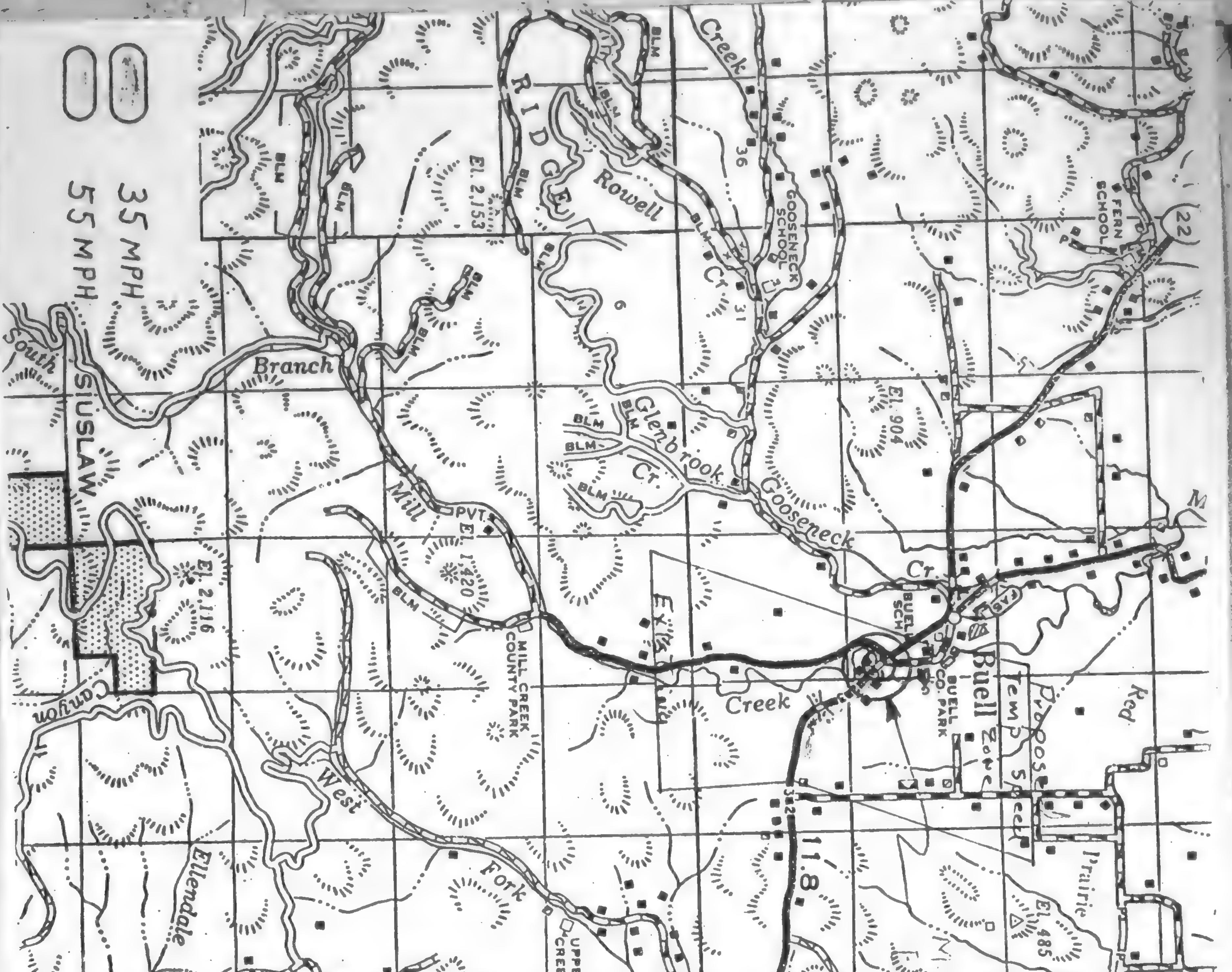
1981
TRAFFIC ENGINEERING


35 MPH
55 MPH
RIDGE
Rowell
Creek
GOOSENECK SCHOOL
BLM
EL. 2,153
South
Branch
SIUSLAW
Canyon
EL. 2,116
Mill
PVT.
EL. 1,420
MILL CREEK COUNTY PARK
Glenbrook Cr.
Gooseneck
Cr.
EL. 904
FERN SCHOOL
22
BUELL SCH
BUELL CO. PARK
Buell
Creek
Temp Speed Zone
Proposed
Red
Prairie
EL. 485
West
Fork
Ellendale
118
UPPER SALT CREEK SCHOOL
SALT CREEK SCHOOL
FAP 47
Salt
SALT CREEK CEM.
Salt Creek
FAS 746
Creek
Salt
22
Byerley Cor.
FAS 133
FAS 19
Dolph
FAS 744
36
31

9240

27-[illegible]98

STATE OF OREGON

INTEROFFICE MEMO

TO: H. Versteeg
ROAD DESIGN ENGINEER

DATE: January 20, 1981

FROM: Gerald Wimer Gerald Wimer
REGION CONSTRUCTION ENGINEER

SUBJECT: R/W File 50687
D. A. Hoekstre
Wallace Br.-Upper Salt Cr. Sec.
Willamina-Salem Highway
9240

Region Engineer C. O. Fredrickson told you last week about the problem of insufficient right of way near the easterly end of the project to construct the specified typical section.

We considered shortening the climbing lane but the plan already shortens it nearly 800'. Therefore, we abandoned that idea.

We also considered utilizing a GM barrier and slightly narrowing the shoulder but found that alternative cost nearly $60,000. The least expensive alternative and most nearly following the contract plan requires an additional taking of approximately 1 acre on the subject file. The net cost for that alternative including the added right of way cost should be under $25,000.

Therefore, please   to have your staff prepare and process a description as outlined in the attached sketch map. We may during negotiations expand this taking slightly near its easterly limits to eliminate a narrow strip between the newly proposed right of way line and a parallel public roadway not very many feet away. Region Right of Way Supervisor Jim Dixon is proceeding with securing a permit of entry. Construction Operations Engineer George Hopkins agrees with proceeding in this manner.

Attch.
GW/rgb
cc: George Hopkins w/attch.
Don Thurston wo/attch.
Jim Dixon "

Harls please proceed
as outlined Hal

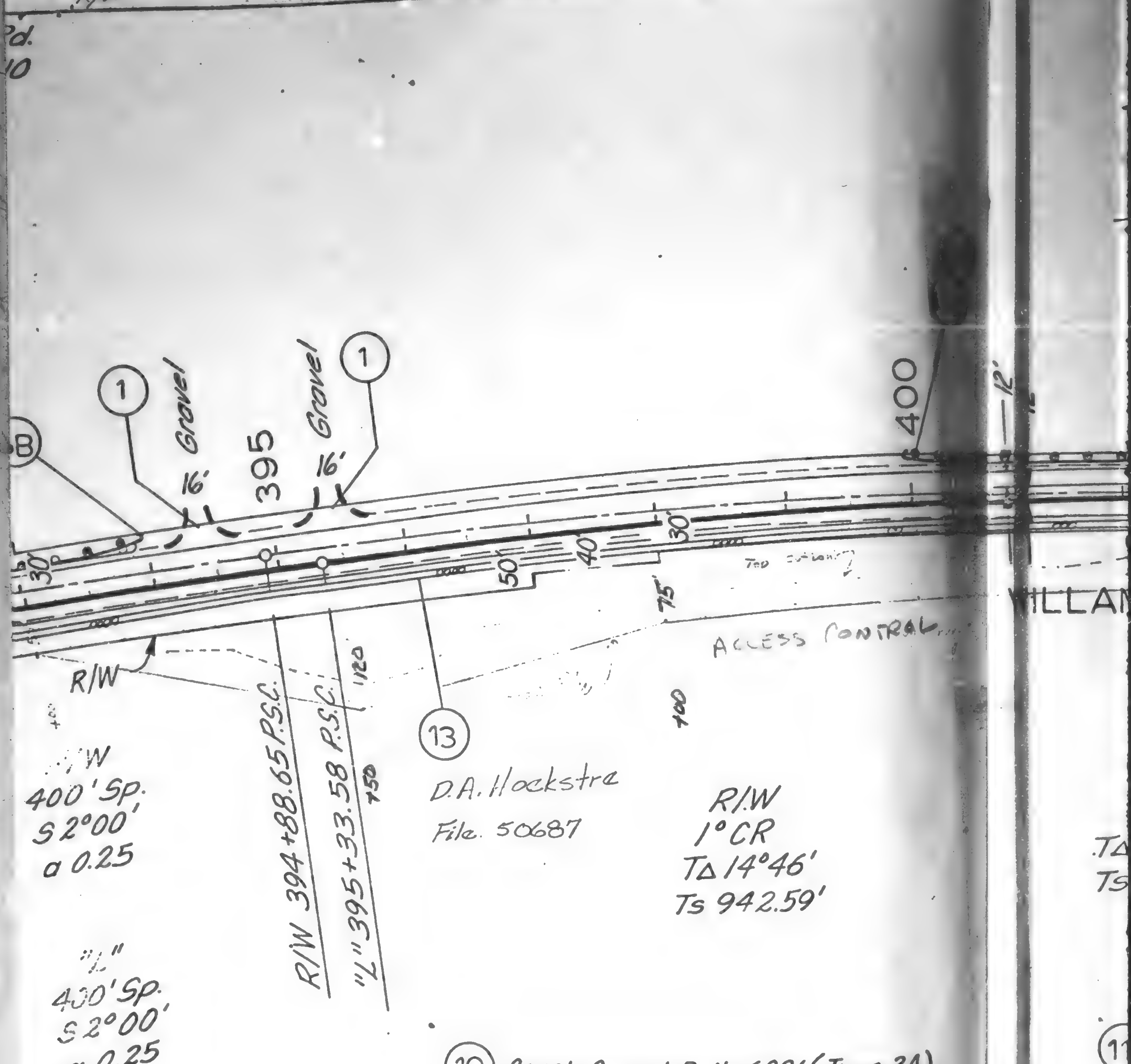
1 Versteeg ✓
Anderson
Christensen
Olson
Sullivan
Terpin
Trout
2 Wakerlig

RECEIVED
JAN 21 1981
ROAD DESIGN
SECTION

Do Not File
Return To
Bring Up / /
Action

WALLACE BR - UPPER SALT CREEK R/W

EXC. 50,050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16'
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Two cut slope
WILLAM
ACCESS CONTROL
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13
R/W 394+88.65 P.S.C.
"L" 395+33.58 P.S.C.
120
150
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R/W
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D.A. Hockstra
File. 50687
R/W
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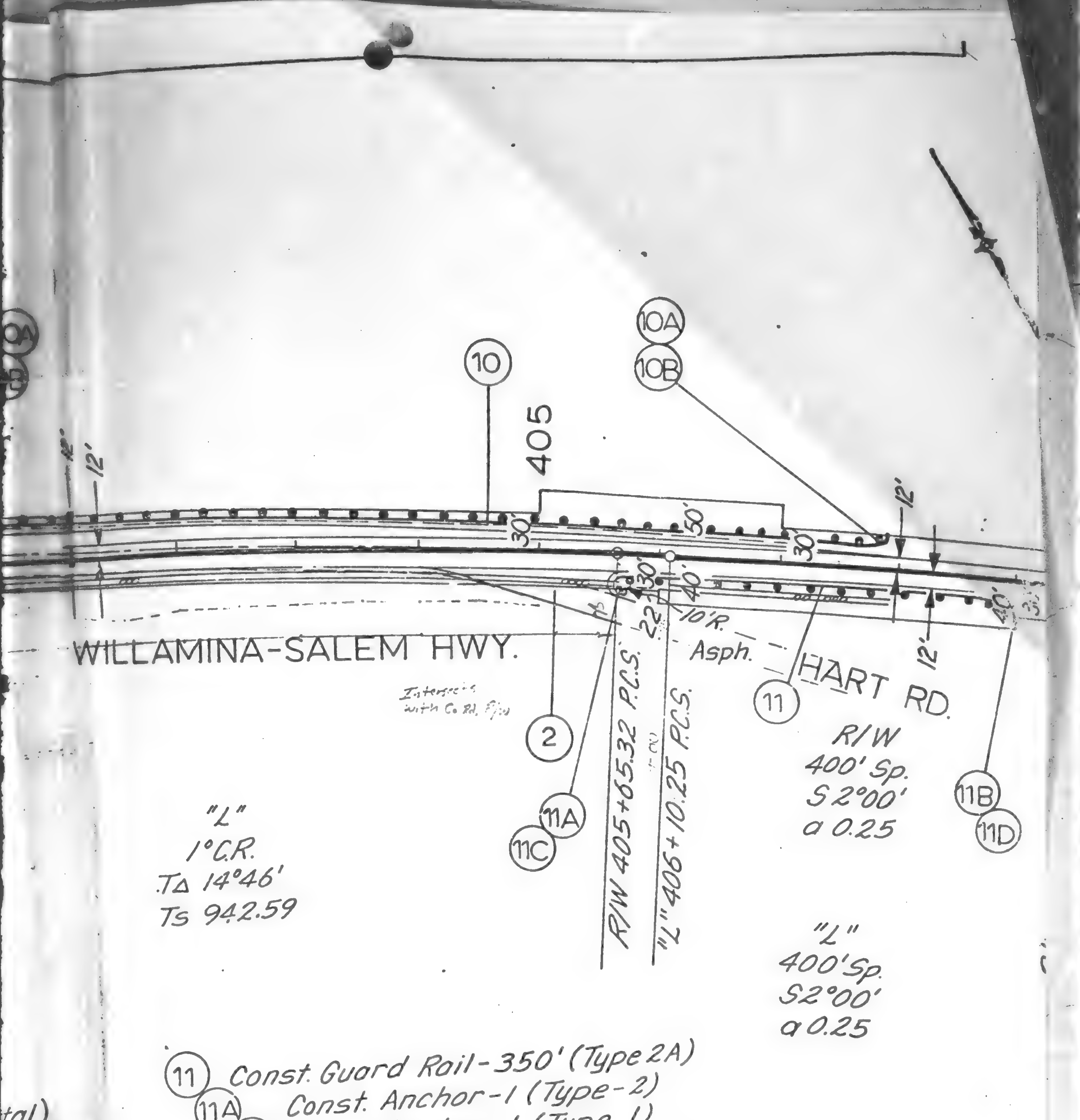
10 Const. Guard Rail - 600' (Type 2A)
10A Const. Anchor - 2 (Type 1) (Total)
10B Inst. End Piece - 2 (Type C) (Total)
11
Exc. 664
Emb. 553
Exc. 6B (Excess)



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405
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WILLAMINA-SALEM HWY.
Asph.
HART RD.
Intersects with Co. Rd. P/10
2
11
11A
11C
11B
11D
R/W 405+65.32 P.C.S.
"L" 406+10.25 P.C.S.
R/W
400' Sp.
S 2°00'
a 0.25
"L"
1° C.R.
TΔ 14°46'
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"L"
400'Sp.
S2°00'
a 0.25

tal)
)(Total)

(11) Const. Guard Rail - 350' (Type 2A)
(11A) Const. Anchor - 1 (Type - 2)
(11B) Const. Anchor - 1 (Type - 1)
(11C) Inst. End Piece - 1 (Type B)
(11D) Inst. End Piece - 1 (Type C)

xc. 613 (Excess) 1

9240

1.

STATE OF OREGON
HIGHWAY DIVISION - ODOT

INTEROFFICE MEMO

TO: FILE

DATE: December 15, 1980

H. S. Coulter

FROM: H. S. Coulter
State Highway Engineer

SUBJECT: Footpaths and Bicycle Trails
December 18, 1980 Bid Letting

This is an informational report to document the Highway Division's action taken with regard to establishing footpaths and bicycle trails as set forth in ORS 366.514. Bids will be opened December 18, 1980 on the following projects:

1. Santiam Highway @ Clay Street (Albany)
   Santiam Highway, Linn County
   Traffic Signals

   Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

2. Pine Creek (Main Street) Bridge
   Main Street, Weston, Umatilla County
   Structure Repair
   Repair of existing structure

   Same as No. 1.

3. Scholls Highway @ S.W. Nimbus Avenue
   Scholls Highway, Washington County
   Traffic Signals

   Same as No. 1.

4. Cascade Highway South @ Warner/Milne Road
   Cascade Highway South, Clackamas County
   Grading and Paving
   Six-foot sidewalks with curb cuts and ramps provided for pedestrian and bicycle traffic

5. Pacific Highway-Main Avenue (Canyonville)
   East 1st Street, Douglas County
   Paving
   Five-foot sidewalks with curb cuts and ramps provided for pedestrian and bicycle traffic

Contains Recycled

6. Fossil Creek-Bone Creek
   John Day Highway, Grant County
   Grading and Paving
   Minor realignment and overlay
   Twelve-foot travel lanes with four-foot shoulders

   Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(c), which states, "footpaths and trails are not required to be established . . . where sparsity of population, other available ways or other factors indicate an absence of any need for such paths and trails."

7. Diversion Canal (Joe Wright, Reeder and Spring Lake Roads) Bridges
   County Roads, Klamath County
   Structures
   Thirty-two-foot roadway available on structures and approaches

   Same as No. 6.

8. Poodle Creek Road
   Florence-Eugene Highway, Lane County
   Grading, Paving and Structure
   Structure widening and left-turn lane construction
   Four-foot shoulders provided for pedestrian and bicycle traffic

   Same as No. 6.

9. Little Luckiamute River (Smith Road) Bridge
   Smith Road, Polk County
   Structure
   Bridge replacement project. Twenty-eight-foot roadway on structure and aggregate approaches

   Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(b), which states, "footpaths and trails are not required to be established . . . if the cost of establishing such paths and trails would be excessively disproportionate to the need or probable use."

10. Rowell Street-LaCreole Drive (Dallas)
    Hankel Street, Polk County
    Grading and Paving
    Twelve-foot travel lanes with eight-foot parking lanes. Five-foot sidewalks on each side provided for pedestrian and bicycle traffic

11. Wallace Bridge - Upper Salt Creek Road
    Willamina-Salem Highway, Polk County
    Grading and Paving and Structure
    Overlay and widening. Five-foot shoulders to be striped and signed as "Narrow Bike Lane."

12. Elgin-Minam River Road
    Wallowa Lake Highway, Union County
    Grading and Paving
    Overlay and Widening
    Five-foot sidewalks in urban area provided for pedestrian and bicycle traffic. Four-foot shoulders provided on remainder of project.

13. Mosier/The Dalles Highway-W. 8th Street (The Dalles)
    Snipes Street W., Wasco County
    Grading and Paving
    Five-foot sidewalks provided for pedestrian and bicycle traffic

RPS:ge

cc: E. S. Hunter
D. G. Talbot
L. E. George
F. E. Terpin
George Bell
Don Harwell

9240

TRA 7-2

STATE OF OREGON

INTEROFFICE MEMO 30

Highway - Traffic 378-6537

TO: C. O. Fredrickson
Region II Engineer

DATE: November 25, 1980

FROM: L. E. George
Traffic Engineer

SUBJECT: Construction Speed Zone
Wallace Bridge - Upper Salt Creek Road Section
Willamina - Salem Highway

In a meeting between members of your staff and this office, Temporary Protection and Direction of Traffic on the subject project was discussed.

It was decided that during all stages of the bridge construction over Mill Creek an "established" 35 MPH speed zone will be in effect from approximately Engineering Station 245 to Engineering Station 320. If you will notify this office approximately two weeks prior to the beginning of work on the bridge, we will initiate the needed documents to establish the 35 MPH speed zone.

We also agreed to request the Design Section to include wording in the plans and special provisions to prohibit the contractor from performing any work east of the Mill Creek structure which would reduce the number of through travel lanes from three to two at any time that traffic on the bridge is restricted to one lane.

By a copy of this letter, I am requesting the Design Section to add the needed wording to accomplish the above addition to the plans and special provisions.

ORIGINAL SIGNED BY L. E. GEORGE

L. E. George
Traffic Engineer

DW:jrb

cc: J. H. Versteeg ✓

1 Versteeg ✓
Anderson
2 Christensen
Olson
3 Sullivan JWS
Terpin
Trout
Wakerlig

✓ Art
Jim - Pls discuss
(3rd ¶ added to
rev. letter

RECEIVED
NOV 26 1980
ROAD DESIGN
SECTION

Do Not File ☐
Return To
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Contains
Recycled
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81-125-1387

SP*75683-125

9240

U. S. DEPARTMENT OF TRANSPORTATIO FEDERAL HIGHWAY ADMINISTRATION

11-25-80

LETTER OF APPROVAL AND/OR AUTHORIZATION

FE AL AID PROJECT NO.
T[illegible]-F-47(11)

STATE PROJECT NO.
See Below

COUNTY NAME
Polk

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

FROM:
G.L. Green, Division Administrator
FHWA-Oregon Division

PROGRAM NO.

ITEM NO.
80381

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

12-5
[illegible]

RECEIVED
STATE HWY ENGR
DEC 5 - '80
REFER TO
Maehring
FOR
Info | Inves | [illegible] | [illegible] | Sgn | Art | File

DATE PS&E APPROVED 8/13/80	DATE AUTHORIZATION EFFECTIVE 11/25/80	FEDERAL ROUTE NUMBER Primary 47 STATE ROUTE NUMBER Primary 30

GENERAL LOCATION:
Wallace Bridge - Upper Salt Creek Rd Section

GENERAL DESCRIPTION OF WORK:
Revised PS&E

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☒ OTHER (Specify)

Perm.& temp. Pave. striping	$6,800	S.F.
Bikeway stencils & striping	4,000	S.F.
temporary erosion control	2,000	
on the job trainees	2,400	
asphalt cement adjustment	150,000	

☐ ACQUISITION OF RIGHT-OF-WAY
☒ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

After concurrence in award you are authorized to proceed with those items listed above as shown in your Estimate.

Mr. Swan's 11/21/80 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $3,330,000 Federal Funds $2,935,394.

A signed copy of the Title Sheet is returned herewith.

(Increase TEC $230,000 - FF. $202,744)

DATE
11/25/80

SIGNATURE OF APPROVING OFFICIAL
G. K. Horner

TITLE
for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U. S. GOVERNMENT PRINTING OFFICE: 1976-631-086

9240 30

Gerald Wimer
Regional Construction Engineer

DUANE O. CHRISTENSEN
Duane O. Christensen
Final Design Engineer

November 21, 1980

Wallace Bridge-Upper Salt Creek Road
Willamina-Salem Highway
Polk County

Mr. Thurston's letter of November 12, 1980, with your comments noted, regarding some guardrail runs shown on the project plans was received November 17th.

Contract plans and specifications for the project were, on that date, in the process of being printed for the December 18, 1980, contract letting. PS&E documents were completed and forwarded to the Federal Highway Administration on or before November 14th. Our feeling was that the deletion of 900-feet of guard rail from a total of 8,200-feet was not significant enough to warrant stopping the process to make the necessary changes.

In this instance, we feel the deletion of this guardrail can be readily handled on construction, if further review justifies a change.

1 Versteeg ✓
Anderson
Christensen
Olson
Sullivan
Terpin
Trout
Wekerlig

RECEIVED
NOV 24 1980
ROAD DESIGN SECTION

Due
Return
Bring
Action

FE:ab
cc: Fred Eriksen

9240

30

ENVIRONMENTAL REVIEW CHECKLIST

~~Sep. 25~~ Dec 18, 1980
~~[illegible]~~ ~~Oct 23, 1980~~
~~May 29,~~ 1980 Bid Letting ____________ All Clear Deadline

ALL CLEAR 11/19/80
Donald L Dau

SECTION Wallace Bridge-Upper Salt Cr.
Highway Willamina-Salem
County Polk Region 2
Type of Work Overlay-Widen Funds ____
State ___ Consultant ___ Plans Avail. ___ Yes ___ No

Jim

~~Coast~~
Noise

~~N/A State Funds~~

	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR
DOCUMENTS:					
EIS	☒				
Negative Declaration	☒				
Project Assessment		☒			☒
Write-off Letter	☒				
PERMITS:					
Division of State Lands	☒				
D.O.G.M.I.	☒				
Corps of Engineers	☒				
Coast Guard	☒				
Co. Conditional Use	☒				
NPS Air Pollution	☒				
NPS Water Pollution	☒				
CULTURAL:					
Cultural Survey		☒			☒
Cultural Salvage	☒				
NOISE:					
Noise Study		☒			

9240

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
155 Cottage ST . S.E.
Salem, Oregon 97310, Phone 378-3732
Toll Free Number - 1-800-452-7813

Sent 10-1-80

APPLICANT: OR DOT HWY DIV

PROJECT TITLE: Wallace Bridge-Upper Salt Creek Rd

DATE: 11/4/80

The state has reviewed your project and reached the following conclusions:

☒ No significant conflict with the plans, policies or programs of state government have been identified ~~and your proposal is endorsed as~~ ~~XXXXXXXXXX~~.

☒ Relevant comments of state agencies are attached and should be considered in the final design of your proposal.

☐ Potential conflicts with the plans and programs of the state agency(s) have been satisfactorily resolved. No significant issues remain.

☐ Significant conflicts with the plans, policies or programs of state government have been identified and remain unresolved. The final proposal has been reviewed and the final comments and recommendations of the state are attached.

NOTED
H.S. COULTER

Attachment

cc: G.L. Green
H.S. Coulter ✓
F.E. Terpin
J.B. Boyd
J.H. Versteeg
Gary Potter
W.J. Hart
Aeronautics Division
B.L. Gifford
Reg.(2)Engr.: C.O. Fredrickson
Dist. (3)Engr.: R.A. Kuehn

NOTICE TO FEDERAL AGENCY

The following is the officially assigned State Identifier Number:

8010 2 120

This number should be used on all correspondence and particularly on SF 242 as required by OMB A-95.

RECEIVED
STATE HWY ENGR
NOV 10 '80
REFER TO
FOR

Info	Invest	R/D	D/R	Sign	Act	File

A copy of this notification and attachments, if any, must accompany your application to the federal agency as required by OMB A-95. Comments of the appropriate local reviewing agencies will be submitted to you separately and must also be included.

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

INTERGOVERNMENTAL RELATIONS DIVISION
OCT 15 1980

STATE CLEARINGHOUSE

Intergovernmental Relations Division
155 Cottage ST NE
Salem, Oregon 97310, Phone: 378-3732

P N R S STATE REVIEW

Project #: 8010 2 120 Due Date: OCT 31 1980

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have no comment and the file will be closed

---

PROGRAM REVIEW AND COMMENT

To State Clearinghouse: We have reviewed the subject Notice and have reached the following conclusions on its relationship to our plans and programs:

( ) It has no adverse effect.

( ) We have no comment.

( ) Effects, although measurable, would be acceptable.

( ) It has adverse effects. (Explain in Remarks Section)

( ) We are interested but require more information to evaluate the proposal. (Explain in Remarks Section)

(X) Please coordinate the implementation of the proposal with us.

( ) Additional comments for project improvement. (Attach if necessary)

REMARKS (Please type or print legibly)

Comments are attached.

Agency Fish & Wildlife By

PNRS 8010-2-120

The Oregon Department of Fish and Wildlife has no objection to the Wallace Bridge-Upper Salt Creek Road Project in Polk County. However, if any in-water work is anticipated, it should be closely coordinated with John Haxton, district fish biologist. Mr. Haxton can be contacted at 1120 S. Baker Street, McMinnville, Oregon 97128, telephone number 472-1474.

We appreciate the opportunity to review and comment on this project proposal.

cc: John Haxton

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
155 Cottage ST NE
Salem, Oregon 97310, Phone: 378-3732

RECEIVED
OCT - 7 1980
DIVISION OF STATE LANDS

PNRS STATE REVIEW

Project #: 8010 2 120 Due Date: OCT 31 1980

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have no comment and the file will be closed

---

PROGRAM REVIEW AND COMMENT

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( ) It has adverse effects. (Explain in Remarks Section)

( ) We are interested but require more information to evaluate the proposal. (Explain in Remarks Section)

( ) Please coordinate the implementation of the proposal with us.

(✓) Additional comments for project improvement. (Attach if necessary)

If the project would require the removal, fill or alteration of 50 cubic yards or more of material within the banks of the waterway(s), we urge the applicant to apply for state fill or removal permits well in advance of construction deadlines to prevent unnecessary project delays. Specific information on the need for permits may be obtained from the Division of State Lands' office at 1445 State Street, Salem, OR 97310. Phone 378-3805.

Thank you for the opportunity to comment on this project.

Agency Lands By E.H.

9240

2.

(#2)

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

NOTED
H. S. COULTER

In Reply Refer to
File No.:
PRO 6

October 1, 1980

TO Executive Department
Federal Aid Coordination Unit

Mid Willamette Valley Council of
Governments
ATTN Clearinghouse Coordinator
400 Senator Bldg.
220 High St.
Salem, Oregon 97301

for J L Gaither

FROM D. E. Swan
Operation Programming Engineer

SUBJECT Notice of Intent for Federal Aid Funds
State Admin. Dist. No. 3
Section: Wallace Bridge-Upper Salt Creek Rd.
Highway: Willamina-Salem OR-22
County: Polk

In accordance with Executive Memorandum 02-270-20, attached are copies of the Notices of Intent for the subject project.

Early programming of this project for advance planning in anticipation of future construction is necessary; therefore, your prompt attention to this proposal will be appreciated.

Allowing time for your review, we estimate the date of filing for federal aid funds on this project to be November 3, 1980.

BLG:dmc
Attachments

cc: G. L. Green, FHWA	W. J. Hart
H. S. Coulter ✓	Reg. 2 Engr: C.O. Fredrickson
F. E. Terpin	Dis. 3 Engr: R.A. Kuehn
J. B. Boyd (2)	Aeronautics Division
J. H. Versteeg (3)	David Powers, Parks
Gary Potter	B. L. Gifford

RECEIVED
STATE HWY ENGR
OCT 3 - '80
REFER TO

FOR

Info	Invst	R/D	D/R	Sign	Act	File

Form [illegible]

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

NOTIFICATION OF INTENT TO APPLY FOR FEDERAL AID

For Internal Use Only	1-8] PNRS #	Page One

02	12] APPLICANT [45 Department of Transportation	46] DIVISION [79 Highway
03	12] APPLICANT ADDRESS STREET [45 Transportation Building	46] CITY [60 Salem 76] ZIP [80 97310
04	12] CONTACT PERSON [45 D. E. Swan	46] AREA CODE [48 503 49] PHONE [55 378 56] EXTENSION [59 6563
01	12] PROJECT TITLE [71 Wallace Bridge-Upper Salt Creek Rd.	
11	12] PROJECT LOCATION—CITY Willamina-Salem OR-22	PROJECT LOCATION—COUNTY Polk PROJECT LOCATION [79 SEC: T: R:

SUMMARY PROJECT DESCRIPTION (ATTACH SUPPORTING DOCUMENTS AS NECESSARY—SEE INSTRUCTIONS ON BACK)

05 The proposed project is to widen the travel lanes and shoulders of the [71

06 12] existing highway and bridge to provide 12 foot lanes and 8 foot paved [71

07 12] shoulders. Some modifications to the horizontal and vertical alignment, [71

08 12] extension of a climbing lane, and the addition of a left turn refuge will [71

09 12] be considered to improve highway capacity and safety. [71

10 12]

12

AMOUNT REQUESTED—FEDERAL FUNDS		NON-FEDERAL MATCHING FUNDS		OTHER	TOTAL
12] (A) Grant [19	20] (B) Other [27	28] (C) State [35	36] (D) Local [43	44] (E) FUNDS [51	52] (F) FUNDS [60
2,510,512	---	337,488	---	---	2,848,000

13	12] TYPE OF OTHER FEDERAL FUNDS (See 12B) [45	46] TYPE OF OTHER NON-FEDERAL FUNDS (See 12E) [79
14	12] FEDERAL PROGRAM TITLE [71 Title 23 USC Highways	
15	12] FEDERAL AGENCY NAME [45 U. S. Department of Transportation	46] FEDERAL SUB-AGENCY NAME [79 FHWA

17 **(A) TYPE OF APPLICANT:** (Check (×) the single most applicable box)

STATE ☒ 12 | INTER-STATE ☐ 13 | COUNTY ☐ 14 | CITY ☐ 15 | SCHOOL DISTRICT ☐ 16 | SPECIAL DISTRICT ☐ 17 | COMMUNITY ACTION ☐ 18 | SPONSORED ORGANIZATION ☐ 19 | OTHER ☐ 20

(B) TYPE OF ACTION: (Check (×) as many boxes as apply to this action)

NEW GRANT ☒ 21 | CONT. GRANT ☐ 22 | SUPPL'T GRANT ☐ 23 | INCREASE DURATION ☐ 24 | DECREASE DURATION ☐ 25 | CANCELLATION ☐ 26 | INCREASE DOLLARS ☐ 27 | DECREASE DOLLARS ☐ 28

(C) HAS DISTRICT CLEARINGHOUSE BEEN NOTIFIED?

Yes ☒ 29 No ☐ 30 Date: Oct. 1, 1980

(D) REVIEW REQUIRED by A-95 Yes ☒ 31 No ☐ 32

(E) ENVIRONMENTAL IMPACT Yes ☐ 33 No ☒ 34

(F) HOUSING RELOCATION REQUIRED Yes ☐ 35 No ☒ 36

(G) ESTIMATED APPLICATION FILING DATE:	41] MONTH [42	43] DAY [44	45] YEAR [46
	November	03	1980

Form PNRS-1 Page 1

ADDITIONAL INFORMATION—ALL APPLICANTS

I. A. Is the project consistent with the city or county comprehensive plan, zoning and subdivision ordinance? No ☐ Yes ☒

I. B. Is the proposal consistent with statewide land use goals? No ☐ Yes ☒

I. C. Is the proposal consistent with state and regional plans? No ☐ Yes ☒

II. Will the project have an impact on a neighboring jurisdiction? No ☒ Yes ☐

If so, is the project consistent with the comprehensive plan for that jurisdiction? No ☐ Yes ☐

III. Explain deviations if any, from pertinent plans.

IV. Federal Catalog number (or Public Law no. and title) 20.205 Highway Planning & Construction

V. Has funding agency been notified? No ☐ Yes ☒ Date: October 1, 1980

VI. If project includes state funds (12C), identify agency HIGHWAY

STATE AGENCIES ONLY

VIII. (a) IS PROGRAM BUDGETED ☐ NON-BUDGETED ☐

(b) STATE SHARE

GENERAL FUND CASH	OTHER FUND CASH	IN KIND
$	$	$

(c) FUNDING METHOD	FEDERAL SHARE	STATE SHARE	TOTAL
First Year	% $	% $	% $
Second Year	% $	% $	% $
Third Year	% $	% $	% $

(d) WILL PROGRAM REQUIRE HIRING OF NEW STATE EMPLOYEES? No ☐ Yes ☐ Number

(e) Will accounting for this grant be administered by the Executive Dept. Accounting Division? Yes ☐ No ☐

PLEASE ATTACH ANY ADDITIONAL NARRATIVE OR REMARKS

This is a Category 3 Project of Categorical Exclusion according to the new environmental quality guidelines.

F-47(8)

OREGON STATE HIGHWAY DIVISION
PROJECT CATEGORY REQUEST

A. Project Identification:

Date September 17, 1980

Section Wallace Bridge-Upper Salt Creek Road

City ______ Hwy. No. ORE 30

Highway Willamina-Salem

Begin M.P. ______ Length 7.6 miles

County Polk

Program Estimate $2,848,000

Region II

Funding Source F.A.

(Attach Sketch Map)

B. Purpose, Need, and Description of Project (Describe Alternatives):

The proposed project is to widen the travel lanes and shoulders of the existing highway and bridge to provide 12 foot lanes and 8 foot paved shoulders. Some modifications to the horizontal and vertical alignment, extension of a climbing lane, and the addition of a left turn refuge will be considered to improve highway capacity and safety. Only the build and no-build alternatives will be considered.

The project is needed to better ensure safe conditions for traffic.

C. Recommended Project Category and Documentation:

Project Category		Documentation
____	1	Draft and Final EIS
____	2	Environmental Assessment and Finding of No Significant Impact
X	3	Categorical Exclusion

Other Documentation:

☐ Wetlands Finding

☒ Cultural Resource Survey

☐ Section 106 Procedures

☒ Noise Study Report

☐ Indirect Source Construction Permit

☐ Section 4(f) Determination

Basis for Recommended Category:

In accordance with FHPM 7-7-2, paragraph 10(e), projects of this type are ordinarily considered to be non-major actions. No significant adverse impacts to the social, economic, or natural environment have been identified.

D. Descriptions:	Existing Facility	Proposed Facility
Number of Traffic Lanes	2	2
Median (Yes/No)	climbing lanes	climbing lanes and left turn refuge
Shoulders (Yes/No, Paved, Gravel)	gravel	paved
Average Daily Traffic (Volume/Year)	4,000 (1978)	7,700 (2000)
Alignment (New, Combined, Existing)		Existing
Speeds (Posted/Estimated)	55	55

(11-16-79)

E. Preliminary Assessment of Enviromental Impacts:

1. Estimated Right-of-Way Impacts:

Acres	±0.1
Estimated Number of Parcels	1
Residential Relocation (No.)	0
Business Relocation (No.)	0

Three parcels of land totaling 3.32 acres were purchased for right of way in January, 1980. Right of way was purchased when project was intended to be built with State funds. Now, Federal funding is being considered. Only a minor amount of additional right of way will be required.

2. Estimated Impact on Land Use:

No adverse impacts to land uses outside are anticipated. Improving the existing highway is compatable with the proposed Polk County comprehenisve land use plan. The additional right of way is required for highway embarkment needs associated with shoulder and lane widening.

3. Estimated Impact on Traffic Volumes, Flow, Patterns, and Safety:

Traffic flow and highway safety will be improved.

4. Estimated Impact on Rivers, Stream, Wetlands, Rare or Endangered Species or Other Natural Ecological Resources:

Only minor involvement with Mill Creek is required--for adjustments to columns supporting the bridge. This work will be designed to keep disturbances to a minimum. Impacts to acquatic organisms will be slight and short-term in duration. A very small amount of embarkment will encroach on the Mill Creek floodplain, but his will not measurably affect flood volumes, flows or floodplain ecology.

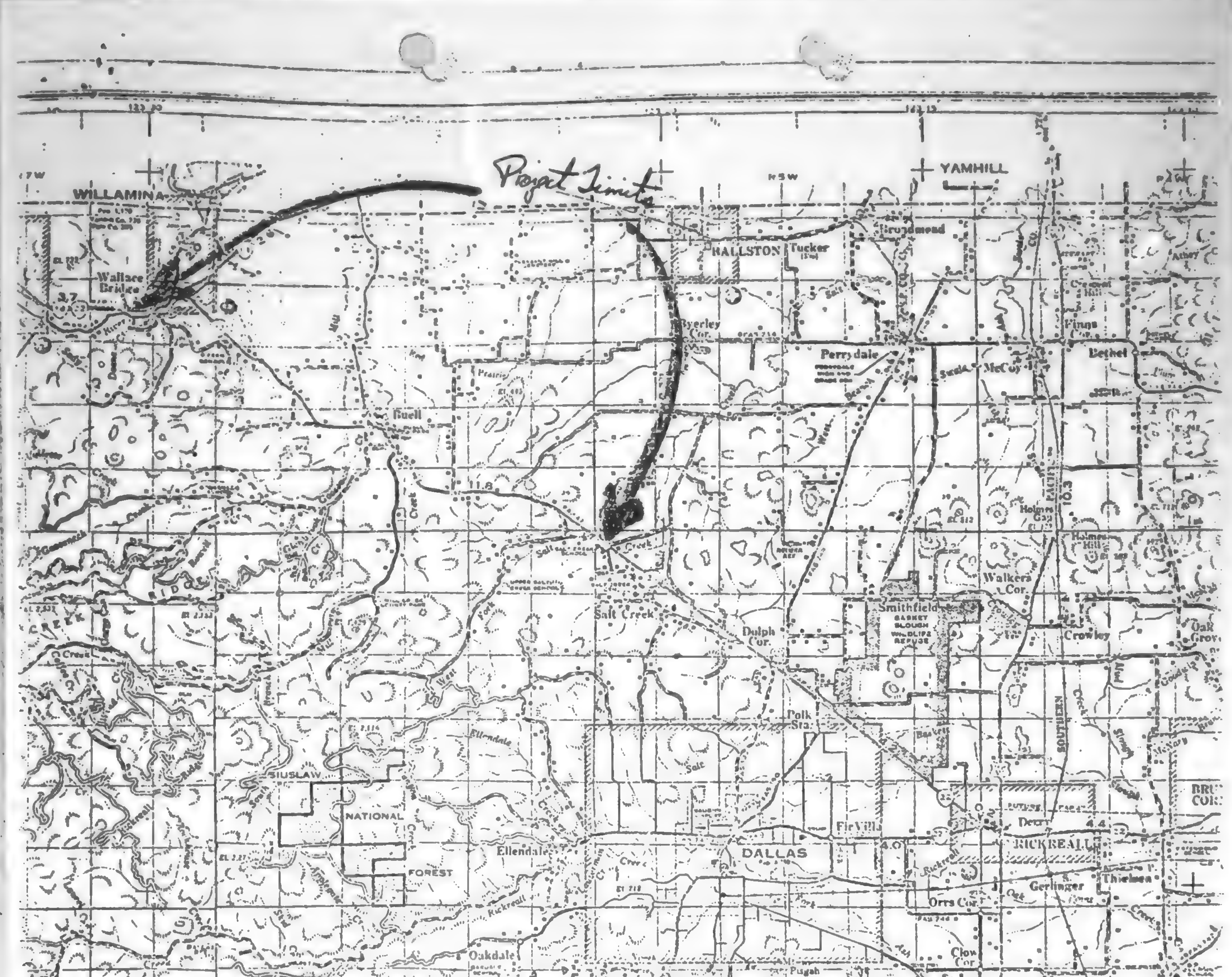
5. Estimated Impact on Parks, Historic Properties, or Other Cultural or Scenic Resources:

None involved.

6. Preliminary Identification of Areas of Critical Concern and Controversial Issues:

None identified.

Name of Preparer and Phone Number: Eddie Welsh 378-2626


Project Limits
WILLAMINA
Wallace Bridge
YAMHILL
BALLSTON
Tucker
Broadmead
Perrydale
McCoy
Bethel
Byerley Cor.
Buell
Prairie
Salt Creek
Dolph Cor.
Smithfield
BASKET SLOUGH WILDLIFE REFUGE
Walkers Cor.
Holmes Gap
Crowley
Polk Sta.
SIUSLAW
NATIONAL
FOREST
Ellendale
DALLAS
Fir Villa
Derry
RICKREALL
Orrs Cor.
Gerlinger
Thielsen
Oakdale
Clow Cor.
Black Rock
FALLS CITY
Mt. Pisgah
V. & S.
MONMOUTH
INDEPENDENCE
Cupids Knoll
Bridgeport
Fern Cor.
Fishback Hill
Burns Cor.
Stapleton
AMERICAN
Wigrich Jct.
Lewisville
Maple Grove
Mitchell
Helmick Hill
Helmick
Parker
LUCKIAMUTE
RIVER
SOUTHERN
PACIFIC
Rickreall
Creek

9240 Form FHWA 121 (1/80)

2.

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

THE OREGON DIVISION - Salem
UNITED STATES GOVERNMENT

memorandum

Subject: Revised Project Category Request
Oregon Project F-47(8)
Willamina-Salem Highway
Polk County

Wallace Br -
Upper Salt Cr

Date: September 22, 1980

From: G. L. Green, Division Administrator

Reply to Attn. of: HFO.2-OR

To: Mr. G. A. Potter, Manager, Environmental Section, OSHD

The revised subject project category request submitted with your September 17, 1980, letter has been reviewed.

We concur with your finding that the revised project should continue to be classified as Category 3, Categorical Exclusion.

Original Signed By
P. V. RIEDL
Environmental Coordinator
Engineer

G. L. Green

cc:
✓OSHD (E S Hunter, Tech Svcs)
OSHD (Env, Reg II)

NOTED
E. S. HUNTER

RECEIVED
TECHNICAL SERVICES
SEP 23 '80
REFER TO
FOR
Info | Inves | R/D

9240

STATE OF OREGON
ROAD DESIGN SECTION

INTEROFFICE MEMO 30

DES 16-1

TO: MEMO TO THE FILE

DATE: September 18, 1980

FROM: Fred Eriksen
Fred Eriksen
Design Engineer Supervisor

SUBJECT: Wallace Bridge-Upper Salt Creek Section
Willamina-Salem Highway
Polk County

It was recently decided the bridge over Mill Creek would be widened. The present structure (Bridge No. 1756) has a 26-foot roadway with 3.5-foot walks on each side. The roadway is to be widened to 40 feet (two 12-foot lanes and two 8-foot shoulders) by adding approximately 7 feet to each side of the structure.

I asked Gerald Wimer, Region II, if walks would be desired, with the 8-foot shoulders planned. He indicated walks would not be necessary.

Right-of-way will be required for embankment widening on the east end of the bridge. The slope lines have been determined and given to the Right-of-Way Section.

Project Management and Environmental have been advised of the decision to widen the bridge.

FE:ja

cc Walt Hart
C. O. Fredrickson

1 Versteeg ✓
Anderson
2 Christensen
Olson
Sullivan
Terpin
Trout
3 Wakerlig

RECEIVED
SEP 18 1980
ROAD DESIGN SECTION

Do Not File ☐
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Bring Up ___/___/___
Action

81-125-1387

9240

TRA 7- 30

STATE OF OREGON
Highway - Traffic 378-6537

INTEROFFICE MEMO

TO: Fred Eriksen
Design Engineer Supervisor

DATE: September 17, 1980

FROM: L. E. George
Traffic Engineer

SUBJECT: Salt Creek Bridge
Willamina-Salem Highway No. 30
M.P. 4.71

[illegible] copy

1 Versteeg /
Anderson
2 Christensen
Olson
Sullivan
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RECEIVED
SEP 18 1980
ROAD DESIGN SECTION

Do Not File ☐
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Bring Up / /
Action

As requested we have reviewed the anticipated traffic needs and traffic delays that will occur when traffic is confined to one-way operation on the subject bridge.

We concur with your findings that, due to vertical alignment problems, the westbound traffic should be stopped at the summit of the hill preceeding the structure (approximately M.P. 5.9) and led down through the structure by a pilot car. Unfortunately, this operation will cause long delays for vehicles and, if the work was to be done during the summer months, it would cause capacity problems during some hours of the day. To avoid these problems, we recommend the following:

1. Pilot only westbound vehicles and flag the eastbound vehicles from the west end of the structure.
2. Allow eastbound vehicles to traverse the structure at all times other than when the westbound piloted queue is on the structure.
3. Allow no other work to be carried out on the grade east of the structure when the traffic is restricted to one lane on the structure.
4. Separate the two eastbound lanes from the one westbound lane on the grade with cones.
5. Avoid, if possible, having the structure restricted to one lane during the summer months in general and August in particular. Also, if possible, avoid one lane restriction on the weekends.

If these recommendations are followed, we should not encounter capacity problems on the structure.

L. E. George
Traffic Engineer

DW:jrb

REFERRED TO
WGB Beard 2 Stoudenmeyer
Cole Mann
F.E. Eriksen / Watson
Hager Dorn Lau
[✓ Return] Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

Contains Recycled Materials
81-125-1387

SP*75683-125

9240

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
ENV 3

September 17, 1980

Glen Green
Division Administrator
Federal Highway Administration
The Equitable Center, Suite 100
530 Center Street NE
Salem, OR 97301

NOTED
E. S. HUNTER

RE: Oregon Project F-47(8)
Project Cateogy Request
Willamina-Salem Highway
Polk County

Dear Mr. Green:

The subject project category request was approved by your office August 20, 1980. Several minor changes in the project have occurred, and the original request has been revised accordingly: Wallace Bridge will be widened from a 26 foot curb-curb width to a 40 foot width; and a small amount of additional right of way will be required for the bridge approaches. These changes in the project do not change our original opinion that the project should be classified as Category 3, Categorical Exclusion. Your concurrence is requested.

Very truly yours,

Gary A. Potter

Gary A. Potter, Manager
Environmental Section

GAP:ct

Attachment

R[illegible]
TEC[illegible]
SEP 1[illegible] '8[illegible]
REFER TO
FO[illegible]
Info | Inves | R/D | [illegible]

Form 734-3122

9240

2.

bc: H. S. Coulter
E. S. Hunter
D. H. Moehring
W. J. Hart

September 16, 1980

RECEIVED
STATE HWY ENGR
SEP 17 '80
REFER TO
FOR
Info Inves R/D D/R Sign Act File

Glen L. Green
Division Administrator
Federal Highway Administration
The Equitable Center, Suite 100
530 Center Street NE
Salem, OR 97301

Attention: Glenn Hossner

Gentlemen:

Re: Oregon Project F-47(8)
Wallace Bridge-Upper Salt Creek
Willamina-Salem Highway
Polk County
Your File HFO.2-OR

Our letter of July 31, 1980, documented the proposed exception to minimum design standards to be incorporated into the Wallace Bridge-Upper Salt Creek project.

Your August 28, 1980, letter took exception to the proposal to retain the Mill Creek structure at its present width of 26-feet. It further stated that safety requirements indicate a necessity for a bridge width in accordance with full AASHTO standards.

Based on these FHWA guidelines, plans for widening the Mill Creek structure from 26-feet to 40-feet are being prepared. The widening of the Mill Creek structure will require one parcel of right of way or the construction of a retaining wall. The preliminary bridge estimate for widening the Mill Creek structure is $300,000, not including right of way.

At a recent meeting with Glenn Hossner, Herb Scheil, Bill Kappus, Lenn Wallace, Glen Clark, and myself, a decision was made to proceed with the FHWA's recommendation to widen the Mill Creek structure to 40-feet. This letter is to document that decision.

Very truly yours,
ORIGINAL SIGNED
DUANE O. CHRISTENSEN

Duane O. Christensen
Final Design Engineer

9240

Form FHWA 121 (1/80)

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

THE OREGON DIVISION - Salem
UNITED STATES GOVERNMENT

memorandum

Subject: Oregon Project F-47(8)
Wallace Bridge-Upper Salt Creek
Willamina-Salem Highway
Polk County

Date: August 28, 1980

From: G. L. Green, Division Administrator

Reply to Attn. of: HFO.2-OR

To: Mr. H. S. Coulter, State Highway Engineer, ODOT

Mr. Christensen's July 31, 1980, letter documented the proposed exceptions to the minimum design standards to be incorporated into this project. We concur with these exceptions with the exception of the proposal to retain the Mill Creek structure at its present substandard width of 26 feet. Safety requirements indicate a necessity for a bridge with a width in accordance with full AASHTO Standards.

Please proceed with the project under the guidelines.

G.K. Hossner
fr G. L. Green

cc:
OSHD (J H Versteeg, Design Eng)

RECEIVED
STATE HWY ENGR
SEP 2'80
REFER TO
Kenter
FOR
Info Inves R/D D/R Sign Act File

RECEIVED
TECHNICAL SERVICES
SEP 5'80
REFER TO
Versteeg
FOR
Info Inves R/D D/R Sign Act File

Pls discuss
Tuesday 9th

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

July 31, 1980

In Reply Refer to
File No.:

Mr. Glen L. Green
Division Administrator
Federal Highway Administration
The Equitable Center, Suite 100
530 Center Street N.E.
Salem, Oregon 97301

NOTED
E. S. HUNTER

Attention: Glenn K. Hossner

Gentlemen:

Re: Wallace Bridge-Upper Salt Creek
Willamina-Salem Highway
Polk County

The purpose of this FAP project is to extend the service life, restore the pavement section and skid resistance of the pavement with a 4-inch Class "B" structural overlay. Pavement widening to provide for 12-foot travel lanes and a minimum of 4-foot of shoulder width will be included. This section is 7.47 miles in length and has a daily traffic count varying from 4,100 to 4,400.

The project is located in rolling terrain generally with grades of 6% or less, except for about 0.2 mile of 7% grade on the hill, just east of the Mill Creek crossing. The horizontal alignment has maximum curvature of 6%. Over the 7.47 miles project are four climbing 3-lane sections interspersed with three 2-lane sections. The total length of the 2-lane sections is about 4 miles.

Pavement widening will be required on about 5 miles to provide 12-foot travel lanes and a minimum of 4-foot of shoulder. Two short sections of about 0.5 mile total will have an 8-foot shoulder on one side. The widening is limited generally due to the width of the existing right of way. Additional right of way will be required for approximately 1 mile at the east end of the project for the proposed widening.

Guardrail on the project will be upgraded and some additional will be installed. Guardrail flares will be 4-foot maximum.

There are two bridges within the project limits, both have been examined and determined to be in satisfactory condition. The structures are wider than the approach roadway of 24-feet and of sufficient width to leave in place. Both structure decks will be overlaid with a 1-inch A.C. wearing surface.

This letter is submitted as documentation on the exception to minimum design criteria as set forth in the "Geometric Design Standards for Highways Other Than Freeways, AASHTO, 1969".

This Project is presently scheduled for the August 28, 1980, contract letting.

Very truly yours,

J. H. Versteeg
Road Design Engineer
By:

Duane O. Christensen

Duane O. Christensen
Final Design Engineer

FE:ab
cc: E. S. Hunter
C. O. Fredrickson
D. H. Moehring
F. E. Terpin
Fred Eriksen

9240

Form FHWA 121 (1/80)

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

THE OREGON DIVISION - Salem
UNITED STATES GOVERNMENT

memorandum

Subject: Oregon Project F-47(8)
Project Category Request
Willamina-Salem Highway
Polk County

Date: August 20, 1980

Reply to Attn. of: HPD.2-OR

From:
G. L. Green, Division Administrator

NOTED
E. S. HUNTER

To: Mr. G. A. Potter, Manager, Environmental Section, OSHD

The subject project category request submitted with your August 6, 1980, letter has been reviewed.

We concur with your finding that the proposed project should be classified as Category 3, Categorical Exclusion.

The proposed standards, design, and other specific details contained in the project category request will be subject to future reviews at the appropriate stage during project development.

Original Signed By
P. V. RIEDL
Environmental Coordinator
Engineer
G. L. Green

cc:
*OSHD (E S Hunter, Tech Svcs)
OSHD (Env, Reg 2)

RECEIVED
TECHNICAL SERVICES
AUG 21 '80
REFER TO

FOR						
Info	Inves	R/D	D/R	Sign	Act	File

9240

8-13-80

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. F-F-47(11)

STATE PROJECT NO. See below

FROM:
G. L. Green, Division Administrator
FHWA - Oregon Division

PROGRAM NO.

ITEM NO. 80381

COUNTY NAME Polk

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
AUG 20 '80
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

8-20
orig

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER / STATE ROUTE NUMBER
8/13/80	8/13/80	Primary 47 Primary 30

GENERAL LOCATION:

Wallace Bridge - Upper Salt Creek Road Section

GENERAL DESCRIPTION OF WORK:

Grade, Drain, High type Pavement.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY

PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION

☒ OTHER (*Specify*) See below

☐ ACQUISITION OF RIGHT-OF-WAY

CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's letter of 8/6/80 and 8/13/80 you are now authorized to proceed with actions necessary to advance the physical construction of the subject project at a TEC of $3,100,000 - Federal funds $2,732,650.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
8/13/80		for Division Administrator

FORM PR-1240 (REV. 6-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U. S. GOVERNMENT PRINTING OFFICE: 1978-631-658

9240 30

ENVIRONMENTAL REVIEW CHECKLIST

ALL CLEAR 4/25/80
Donald L

May 29, 1980 Bid Letting ____ All Clear Deadline

SECTION Wallace Bridge-Upper Salt Cr.
Highway Willamina-Salem
County Polk Region 2
Type of Work Overlay-Widen Funds State (RRR)
State ___ Consultant ___ Plans Avail. ___ Yes ___ No

	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR	
DOCUMENTS:						N/A State Funds
EIS	☒	☐	☐	☐	☐	
Negative Declaration	☒	☐	☐	☐	☐	
Project Assessment	☒	☐	☐	☐	☐	
Write-off Letter	☒	☐	☐	☐	☐	
PERMITS:						
Division of State Lands	☒	☐	☐	☐	☐	
D.O.G.M.I.	☒	☐	☐	☐	☐	
Corps of Engineers	☒	☐	☐	☐	☐	
Coast Guard	☒	☐	☐	☐	☐	
Co. Conditional Use	☒	☐	☐	☐	☐	
NPS Air Pollution	☒	☐	☐	☐	☐	
NPS Water Pollution	☒	☐	☐	☐	☐	
CULTURAL:						
Cultural Survey	☐	☒	☐	☐	☒	
Cultural Salvage	☒	☐	☐	☐	☐	
NOISE:						
Noise Study	☒	☐	☐	☐	☐	

9240

TRA 7

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STATE OF OREGON

INTEROFFICE MEMO

Highway - Traffic
DEPT.

378-6537
TELEPHONE

TO: C. O. Fredrickson
Region II Engineer

DATE: March 27, 1980

FROM: L. E. George
Traffic Engineer

SUBJECT: Bikeway
Wallace Bridge-Upper Salt Creek Road Section
Willamina-Salem Highway
Polk County

1 Versteeg
Anderson
3 Christensen
Olson
2 Sullivan JWS
Trout
Wakerlig

RECEIVED
MAR 31 1980
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring up
Action

Don Shaffer and I have discussed the subject project plans regarding a shoulder bikeway. We decided to sign and to stripe the limits of this project as a Class III bikeway. This office will not prepare a bikeway sign plan.

The following table is to be used as a guide for signs and pavement stencils on this project:

Location	
16+00+ Lt.	Bike Route Marker Sign (OBD11-1-18) with "END" plaque
17+00± (Mount below existing R4-3 sign)	Bike route marker sign (OBD11-1-18) with "BEGIN" plaque
25+00± Rt.	"NARROW BIKE LANE" (OBW5-1-18) with "RIDE SINGLE FILE" plaque
33+00± Rt.	Existing Bike on Shoulder (OBW11-1) sign to remain in place
103+00+ Rt.	"ONE WAY BIKE LANE" pavement marker
205+00± Lt.	"ONE WAY BIKE LANE" pavement marker
227+00± Lt.	"NARROW BIKE LANE" (OBW5-1-18) with "RIDE SINGLE FILE" plaque
230+00+ Rt.	"ONE WAY BIKE LANE" pavement markers
247+00± Rt.	"NARROW BIKE LANE" (OBW5-1-18) with "RIDE SINGLE FILE" plaque
310+00+ Lt.	"ONE WAY BIKE LANE" pavement marker
407+50± Lt.	"NARROW BIKE LANE" (OBW5-1-18) with "RIDE SINGLE FILE" plaque
410+00+ Rt.	Bike route marker sign (OBD11-1-18) with "END" plaque
412+00± Lt. (Mount below existing R4-3 sign)	Bike route marker sign (OBD11-1-18) with "BEGIN" plaque

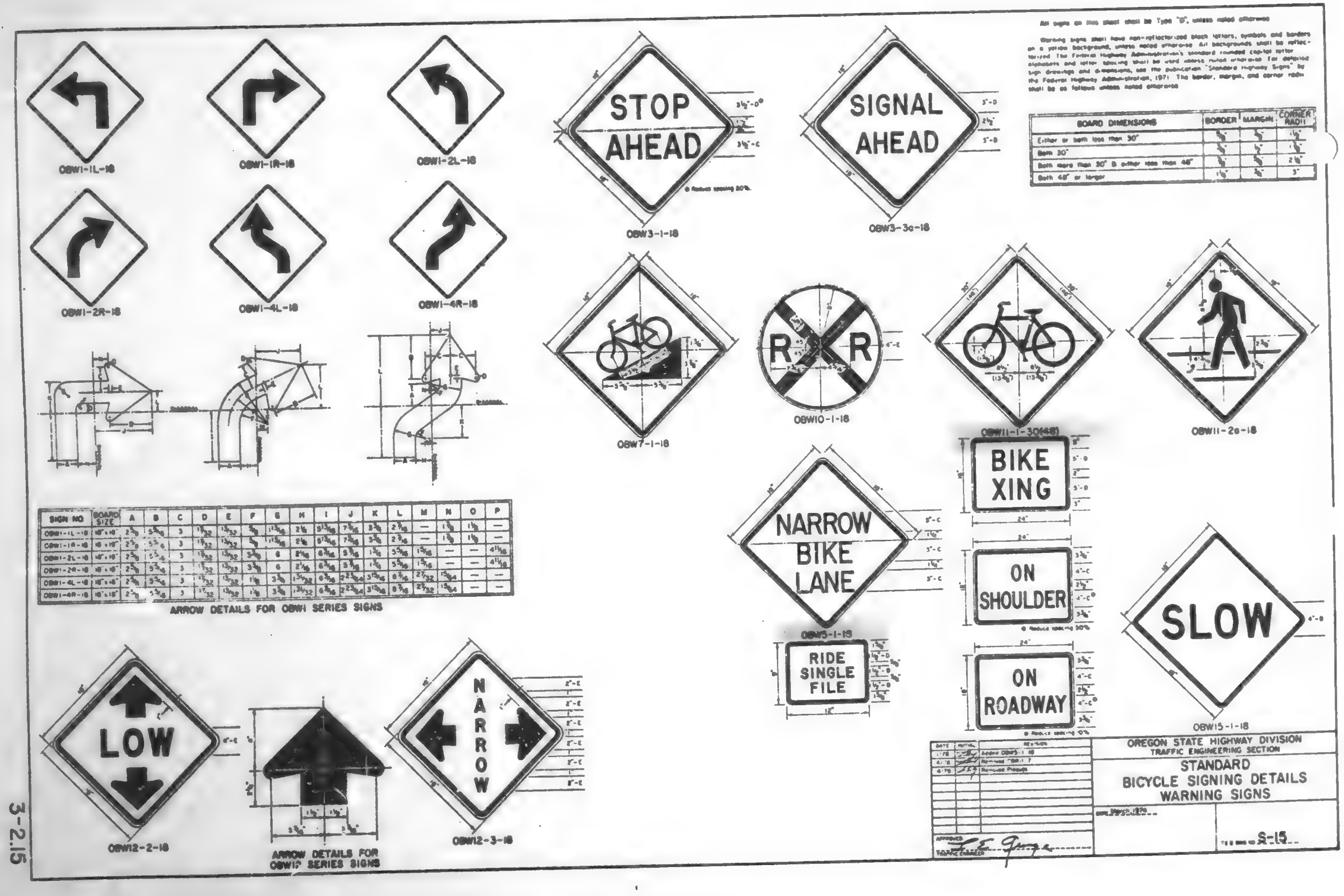
Bike signs have been allocated $1,500 and pavement markers $300 as anticipated items for the above work to be done by State Forces.

ORIGINAL SIGNED BY L. E. GEORGE

L. E. George
Traffic Engineer

ELS:jrb
Attachment
cc: R. Kuehn
F. T. Lacey
C. T. Keasey
Jack Sullivan
Don Shaffer

REFERRED TO DJ
2 Beard
Stoudenmeyer
Cole
Sample
Erikson
Watson
Dorn
Lau
Hager
[✓ Return] Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER


OBW1-1L-18
OBW1-1R-18
OBW1-2L-18
OBW1-2R-18
OBW1-4L-18
OBW1-4R-18
STOP AHEAD
OBW3-1-18
SIGNAL AHEAD
OBW3-3a-18
OBW7-1-18
R R
OBW10-1-18
OBW11-1-30(48)
OBW11-2a-18
NARROW BIKE LANE
OBW5-1-18
RIDE SINGLE FILE
BIKE XING
ON SHOULDER
ON ROADWAY
SLOW
OBW15-1-18
LOW
OBW12-2-18
ARROW DETAILS FOR OBW12 SERIES SIGNS
N A R R O W
OBW12-3-18

All signs on this sheet shall be Type "D", unless noted otherwise.

Warning signs shall have non-reflectorized black letters, symbols and borders on a yellow background, unless noted otherwise. All backgrounds shall be reflectorized. The Federal Highway Administration's standard rounded capital letter alphabets and letter spacing shall be used unless noted otherwise. For detailed sign drawings and dimensions, see the publication "Standard Highway Signs" by the Federal Highway Administration, 1971. The border, margin, and corner radii shall be as follows unless noted otherwise.

BOARD DIMENSIONS	BORDER	MARGIN	CORNER RADII
Either or both less than 30"	[illegible]	[illegible]	1½"
Both 30"	[illegible]	[illegible]	[illegible]
Both more than 30" & either less than 48"	[illegible]	[illegible]	2¼"
Both 48" or larger	1¼"	[illegible]	3"

SIGN NO	BOARD SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P
OBW1-1L-18	18"×18"	[illegible]	[illegible]	3	[illegible]	13/32	[illegible]	1 13/16	2⅛	5 13/16	[illegible]	[illegible]	2 7/16	—	[illegible]	[illegible]	—
OBW1-1R-18	18"×18"	[illegible]	[illegible]	3	[illegible]	13/32	[illegible]	1 13/16	2⅛	5 13/16	[illegible]	[illegible]	2 7/16	—	[illegible]	[illegible]	—
OBW1-2L-18	18"×18"	[illegible]	[illegible]	3	[illegible]	13/32	[illegible]	6	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	1 5/16	—	—	4 11/16
OBW1-2R-18	18"×18"	[illegible]	[illegible]	3	[illegible]	13/32	[illegible]	6	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	1 5/16	—	—	4 11/16
OBW1-4L-18	18"×18"	[illegible]	[illegible]	3	[illegible]	13/32	[illegible]	[illegible]	1 31/32	6 3/16	2 23/64	3 15/16	8 7/16	27/32	15/64	—	—
OBW1-4R-18	18"×18"	[illegible]	[illegible]	3	17/32	13/32	[illegible]	[illegible]	1 31/32	6 3/16	2 23/64	3 15/16	8 7/16	27/32	15/64	—	—

ARROW DETAILS FOR OBW1 SERIES SIGNS

DATE	INITIAL	REVISION
1-78		Added OBW5-1-18
4-78		Removed "OBW1-?"
4-79		Removed Plaque

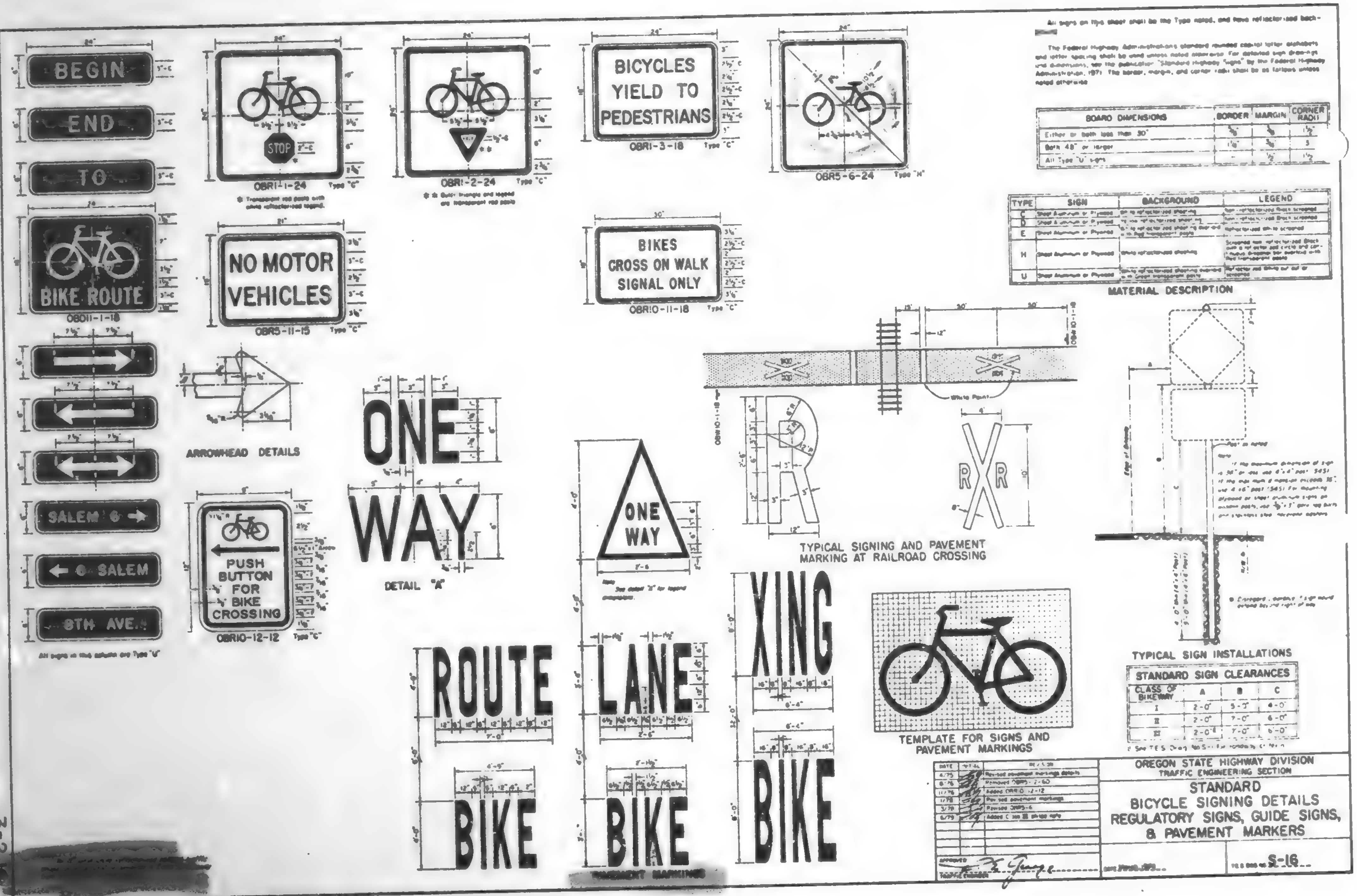
APPROVED L. E. George
TRAFFIC ENGINEER

OREGON STATE HIGHWAY DIVISION
TRAFFIC ENGINEERING SECTION

STANDARD
BICYCLE SIGNING DETAILS
WARNING SIGNS

DATE March 1976

DWG. NO. S-15


BEGIN
END
TO
BIKE ROUTE
OB011-1-18
SALEM 6
6 SALEM
8TH AVE.
All signs in this column are Type "U"
OBR1-1-24
STOP
OBR1-2-24
BICYCLES YIELD TO PEDESTRIANS
OBR1-3-18
OBR5-6-24
NO MOTOR VEHICLES
OBR5-11-15
BIKES CROSS ON WALK SIGNAL ONLY
OBR10-11-18
ARROWHEAD DETAILS
PUSH BUTTON FOR BIKE CROSSING
OBR10-12-12
Type "C"
Type "H"
ONE WAY
DETAIL "A"
ONE WAY
ROUTE
LANE
XING
BIKE
BIKE
BIKE
PAVEMENT MARKING
OBW10-1-18
RXR
White Paint
TYPICAL SIGNING AND PAVEMENT MARKING AT RAILROAD CROSSING
TEMPLATE FOR SIGNS AND PAVEMENT MARKINGS
A
B
C
Edge of Shoulder
Post as noted

All signs on this sheet shall be the Type noted, and have reflectorized background.

The Federal Highway Administration's standard rounded capital letter alphabets and letter spacing shall be used unless noted otherwise. For detailed sign drawings and dimensions, see the publication "Standard Highway Signs" by the Federal Highway Administration, 1971. The border, margin, and corner radii shall be as follows unless noted otherwise.

BOARD DIMENSIONS	BORDER	MARGIN	CORNER RADII
Either or both less than 30"	⅜"	⅜"	1½"
Both 48" or larger	1¼"	¾"	3
All Type "U" signs	–	½"	1½"

TYPE	SIGN	BACKGROUND	LEGEND
C	Sheet Aluminum or Plywood	[illegible] reflectorized sheeting	Non-reflectorized Black screened
D	Sheet Aluminum or Plywood	[illegible] reflectorized sheeting	Non-reflectorized Black screened
E	Sheet Aluminum or Plywood	[illegible] reflectorized sheeting overlaid with Red transparent paste	Reflectorized White screened
H	Sheet Aluminum or Plywood	White reflectorized sheeting	Screened non-reflectorized Black with a red circle and circle and diagonal bar overlaid with Red transparent paste
U	Sheet Aluminum or Plywood	White reflectorized sheeting overlaid with Green transparent paste	Reflectorized White cut out or screened

MATERIAL DESCRIPTION

Note: If the maximum dimension of sign is 30" or less use 4"x4" post (S4S). If the sign width & margin exceeds 30", use 4"x6" post (S4S). For mounting plywood or sheet aluminum signs on existing posts, use [illegible] bolts and [illegible].

● Clearance [illegible] sign mount [illegible] beyond right of way

TYPICAL SIGN INSTALLATIONS

STANDARD SIGN CLEARANCES			
CLASS OF BIKEWAY	A	B	C
I	2'-0"	5'-3"	4'-0"
II	2'-0"	7'-0"	6'-0"
III	2'-0"[1]	7'-0"	6'-0"

[1] See T.E.S. Drwg. No. S-[illegible] for [illegible]

DATE	INITIAL	REVISION
4/75		Revised pavement markings details
6/76		Removed OBR5-2-60
11/76		Added OBR10-12-12
1/78		Revised pavement markings
3/79		Revised OBR5-6
6/79		Added Class III clearance note

APPROVED F. E. George
TRAFFIC ENGINEER

OREGON STATE HIGHWAY DIVISION
TRAFFIC ENGINEERING SECTION

STANDARD
BICYCLE SIGNING DETAILS
REGULATORY SIGNS, GUIDE SIGNS,
& PAVEMENT MARKERS

DATE March 1975

T.E.S. DWG. NO. S-16

[redacted]

9240 30

STATE OF OREGON
Highway - Traffic
DEPT.
378-6537
TELEPHONE

INTEROFFICE MEMO

DATE: November 5, 1979

TO: D. O. Christensen
Final Design Engineer
ATTN: Lyle Watson

FROM: L. E. George
Traffic Engineer

SUBJECT: Wallace Br. - Upper Salt Cr.
M.P. 0.3 to M.P. 8.3
Willamina-Salem Highway No. 30
Polk County

As you requested on November 1, 1979, this office has reviewed the accident experience for the last three years on the Willamina-Salem Highway No. 30 from M.P. 0.30 to M.P. 8.30.

No concentrations showed up in our review which would be susceptible to corrective treatment by standard traffic engineering devices or measures.

The average accident rate for the three years ranged from 2.35 accidents per million miles traveled to 2.71 accidents per million miles traveled. This is somewhat higher than the comparable statewide average for rural primary highways from 1.57 a/mvm to 1.63 a/mvm.

L E George
L. E. George
Traffic Engineer

GLC:jrb

REFERRED TO
Beard Stoudenmeyer
Cole Sample
Eriksen ✓ Watson JW
Hager Dorn Leu
[✓ Return] ~~Discuss~~ Do File Copy Due
BY FINAL DESIGN ENGINEER

Versteeg
Anderson
I Christensen DOC
Olson
Sullivan
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Trout
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RECEIVED
NOV 6 1979
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring Up / /
Action

9240

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STATE OF OREGON

INTEROFFICE MEMO

TO: Mr. Duane O. Christensen
Final Design Engineer

DATE: November 1, 1979

FROM: L. L. Wallace
L. L. Wallace
Asst. Bridge Engineer

SUBJECT:

Grande Ronde-Wallace Bridge and
Wallace Br.-Upper Salt Creek,
Salmon River and Willamina-
Salem Highways
Polk County

Enclosed are the guardrail-to-structure connection details requested by Mr. Watson's letter of October 8. Drawing numbers for suggested connection details at each structure are as follows:

Salmon River Highway

MP	Name	Br. No.	Dwg. No.
23.10	Valley Jct. Br. over Yamhill River	1344	B810
23.77	Fort Hill Br. over S. Yamhill River	745	B811
27.17	S. Yamhill River Bridge	8320	23257
27.28	Oxing at Wallace Bridge	8321	23257

Willamina-Salem Highway

MP	Name	Br. No.	Dwg. No.
.33W	Wallace Br. over Yamhill River	2081	B812
3.97	Gooseneck Creek Bridge	2015	23257
4.71	Mill Creek Bridge	1756	B813

CWP:dh

cc Lyle Watson

REFERRED TO
Beard Stoudenmeyer
Cole Sample ✓
Eriksen Watson LW
Hager Dorn Leu
Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

Versteeg
Anderson
✓ Christensen Don
Olson
Sullivan
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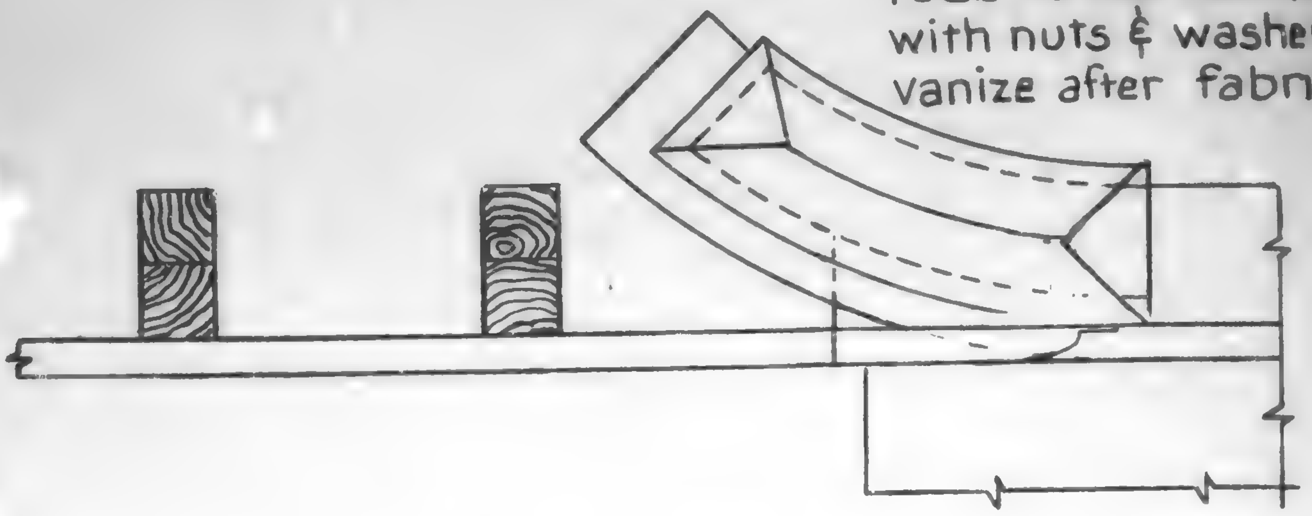
RECEIVED
NOV 5 1979
ROAD DESIGN SECTION

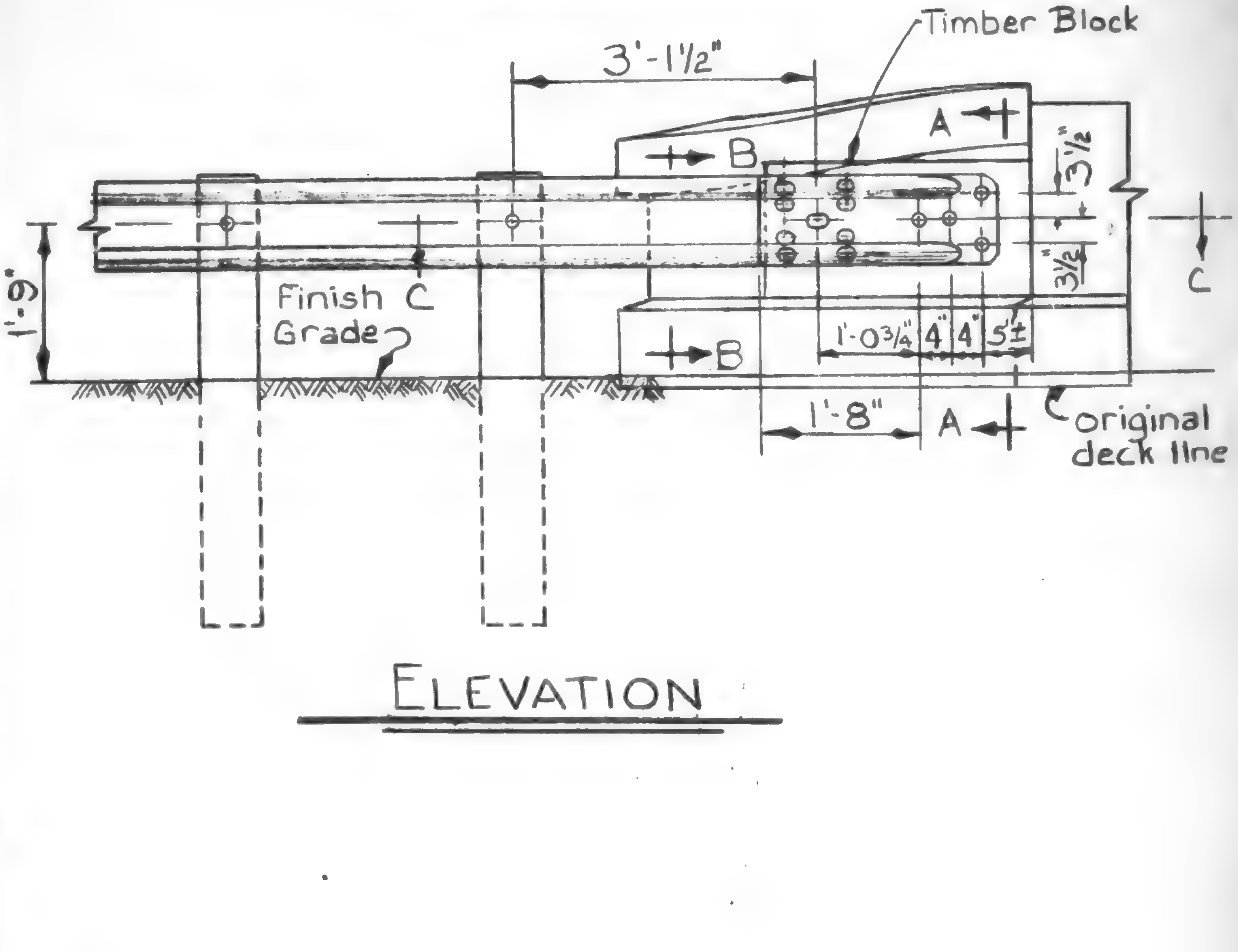
Do Not File ☐
Return To
Bring Up / /
Action

81-125-1387

Drill 1" dia. holes in existing end post. Epoxy grout 3/4" dia. threaded rods in post. Anchor rods to be ASTM A-325 with nuts & washers. Galvanize after fabrication.



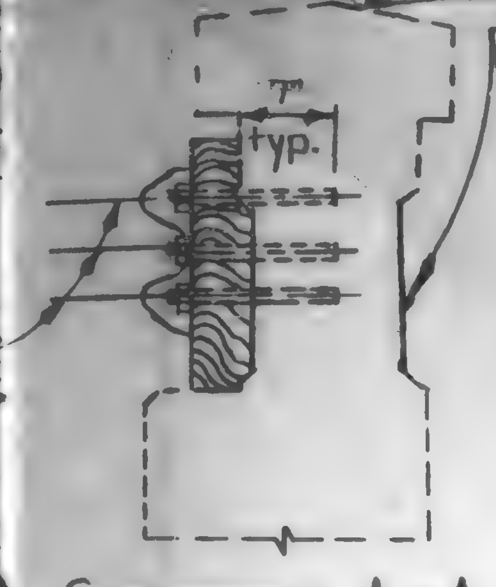
PLAN END POST


3'-1½"
Timber Block
A
B
B
3½"
3½"
C
1'-9"
Finish C Grade
1'-0¾"
4"
4"
5±
1'-8"
A
original deck line

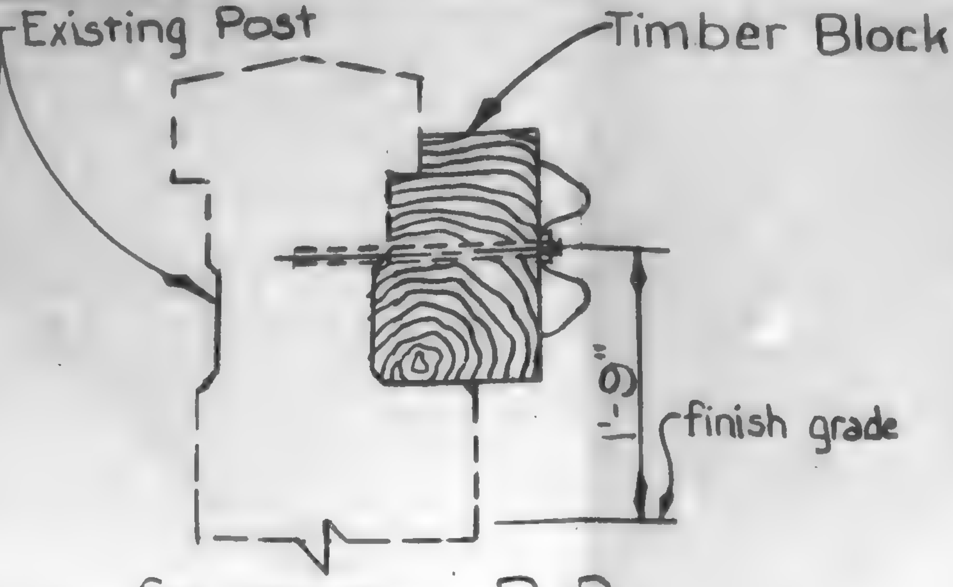
ELEVATION

Reviewed JMT 10/31/79

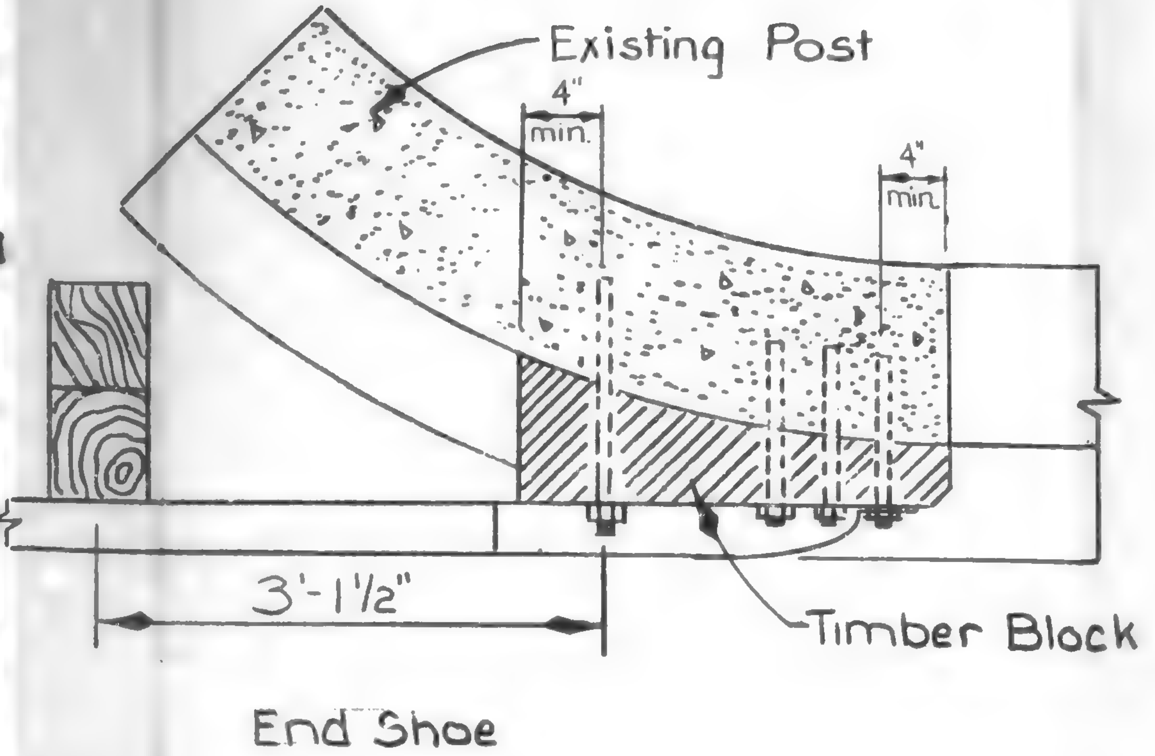
DIETERICH POST OF WASH.



SECTION A-A


Existing Post
Timber Block
1'-0"
finish grade

SECTION B-B


Existing Post
4"
min.
4"
min.
3'-1½"
Timber Block
End Shoe

Note:

Timber blocks to be treated after fabrication per section 521 of the standard Specification for Highway Construction.

Block dimensions, radii, and cutting details to be determined in the field.

Holes in concrete to be drilled with rotary (non-impact) type drill.

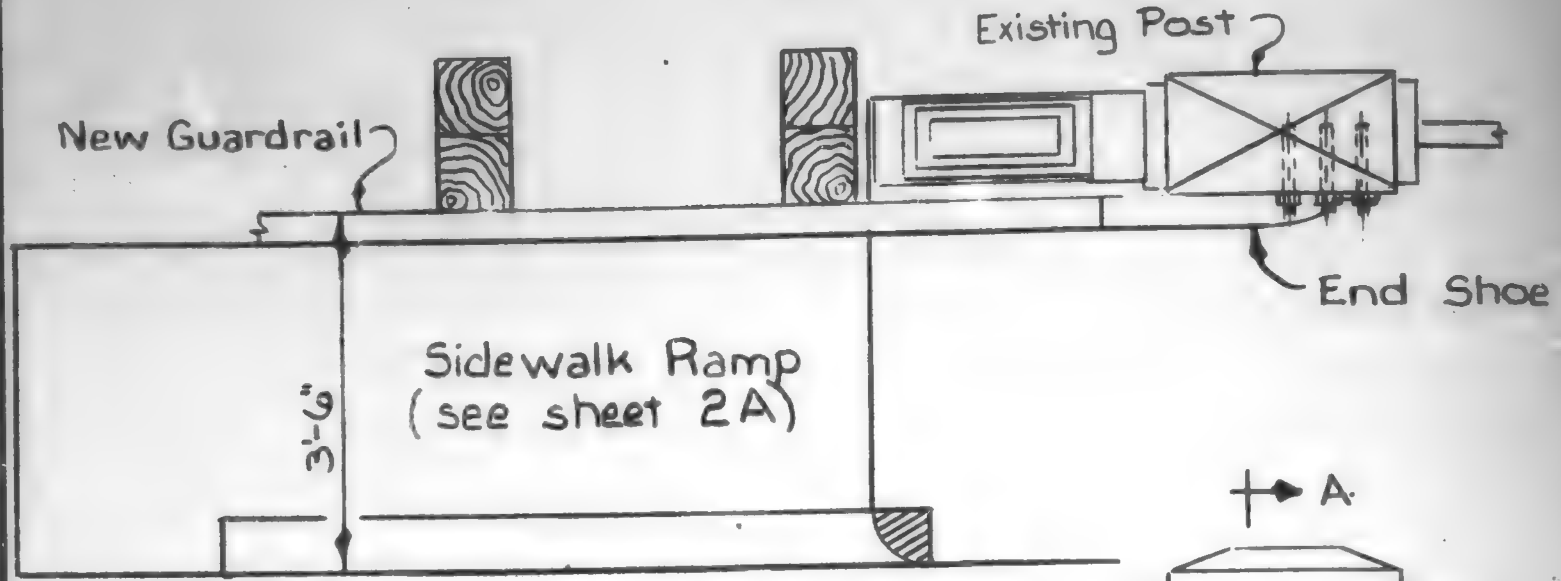
SECTION C-C

OREGON STATE HIGHWAY DIVISION
BRIDGE SECTION

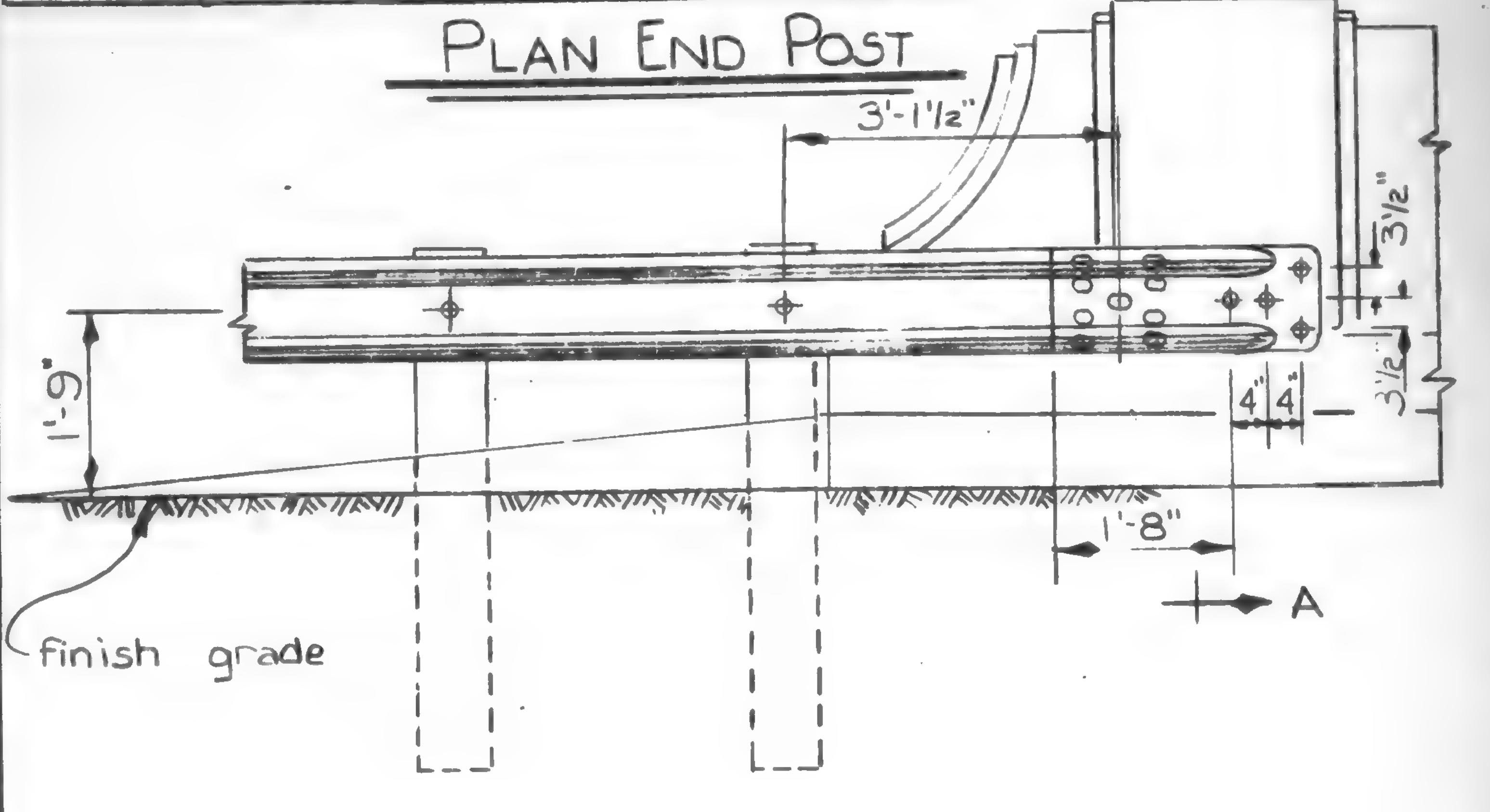
VALLEY JUNCTION BRIDGE OVER YAMHILL RIVER
SALMON RIVER HIGHWAY
POLK COUNTY

APPROVED:
BRIDGE ENGINEER

DATE 10-79
DESIGNED CWP
DRAWN JLS
BRIDGE NO. 1344
DRAWING NO. B810


Existing Post
New Guardrail
End Shoe
Sidewalk Ramp
(see sheet 2A)
3'-6"

PLAN END POST

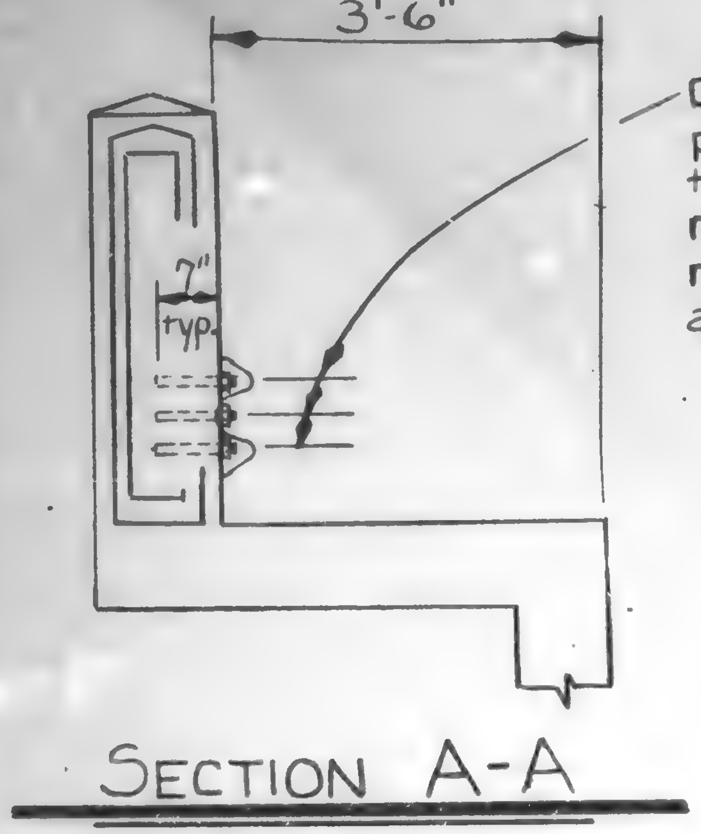

A
3'-1½"
3½"
3½"
4"
4"
1'-9"
1'-8"
A
finish grade

ELEVATION

No
Hol
be
(nor

Reviewed JMT 10/31/79

DIETERICH POST OF WASH



Drill 1" dia. holes in existing end post. Epoxy grout 3/4" dia. threaded rods in post. Anchor rods to be ASTM A-325 with nuts & washers. Galvanize after fabrication.

SECTION A-A

Note:
Holes in concrete to be drilled with rotary (non-impact) type drill.

OREGON STATE HIGHWAY DIVISION
BRIDGE SECTION

FORT HILL BRIDGE OVER YAMHILL RIVER
SALMON RIVER HIGHWAY
POLK COUNTY

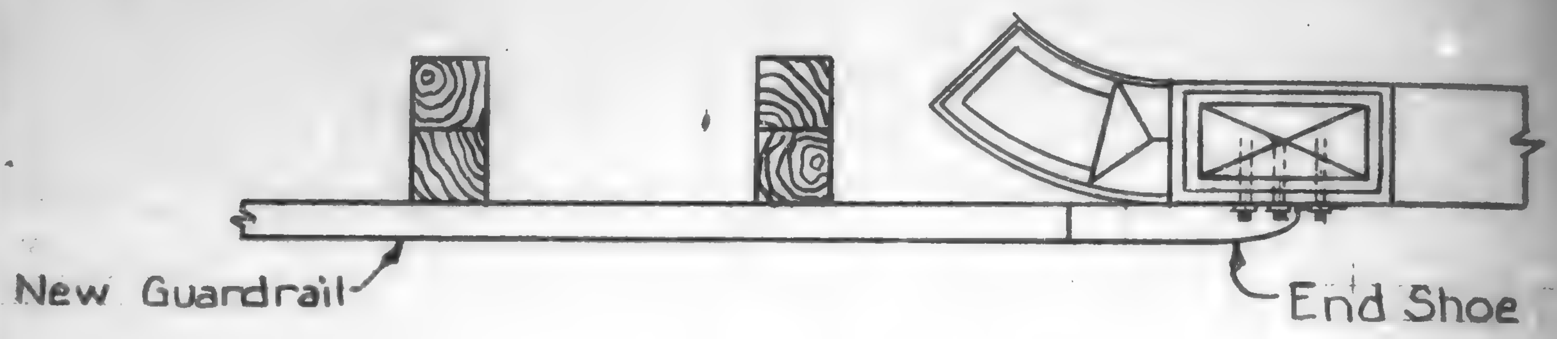
APPROVED:

BRIDGE ENGINEER

DATE 10-79
DESIGNED CWP
DRAWN JLS

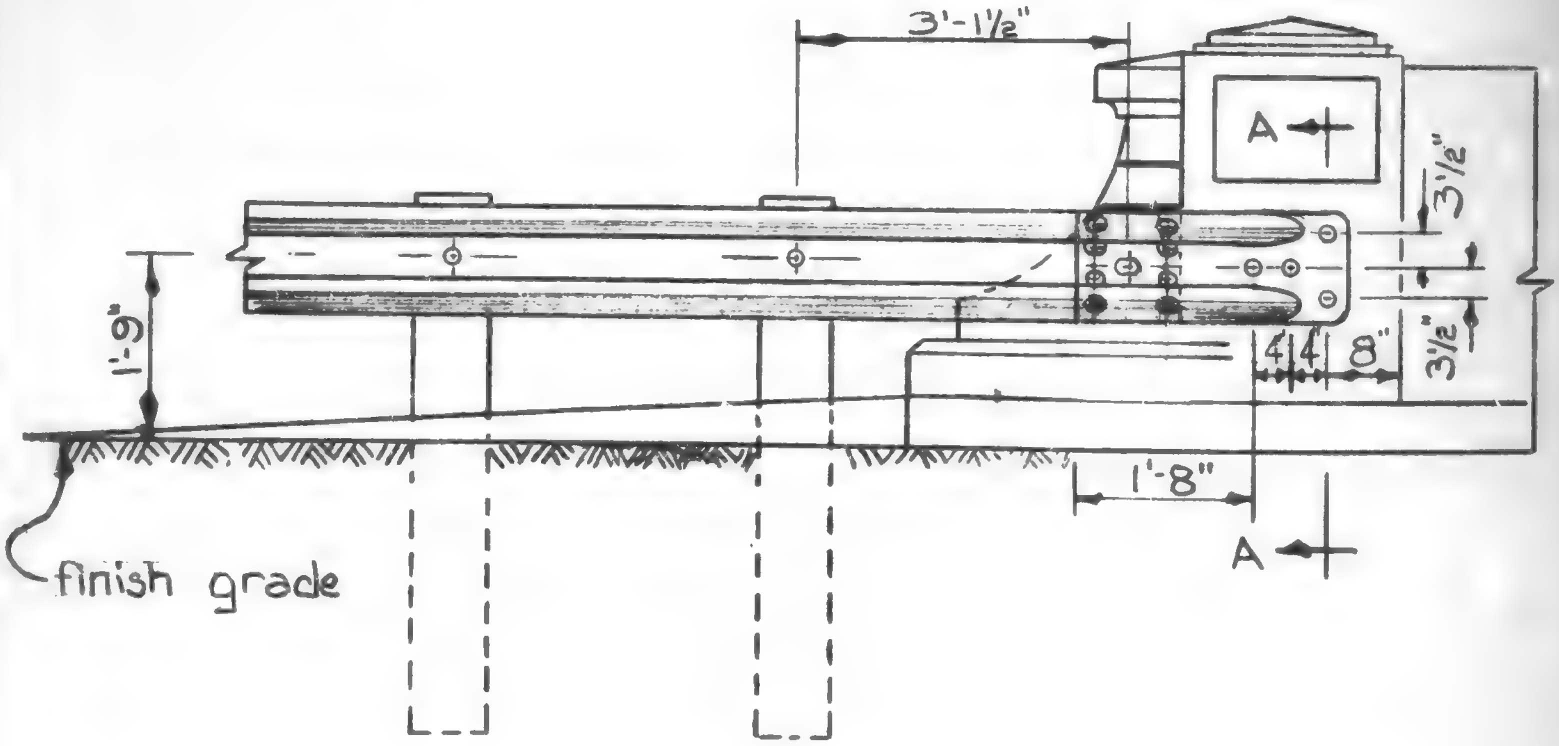
BRIDGE NO. 745
DRAWING NO. B811

Drill 1" dia. holes in
existing end post. Epoxy
grout ¾" dia. threaded
in post. Anchor rods to
be ASTM A-325 with
& washers. Galvanize afte
fabrication.


New Guardrail
End Shoe

PLAN END POST

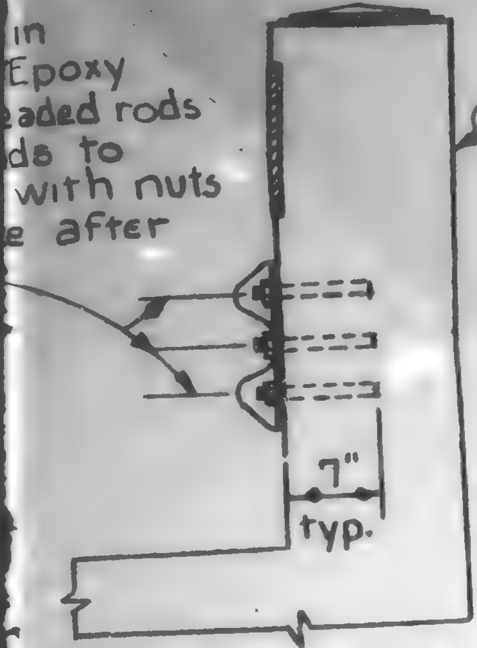
S
Sidewal
Ramp s
sheet 2A


3'-1½"
A
3½"
3½"
1'-9"
4
4
8"
1'-8"
A
finish grade

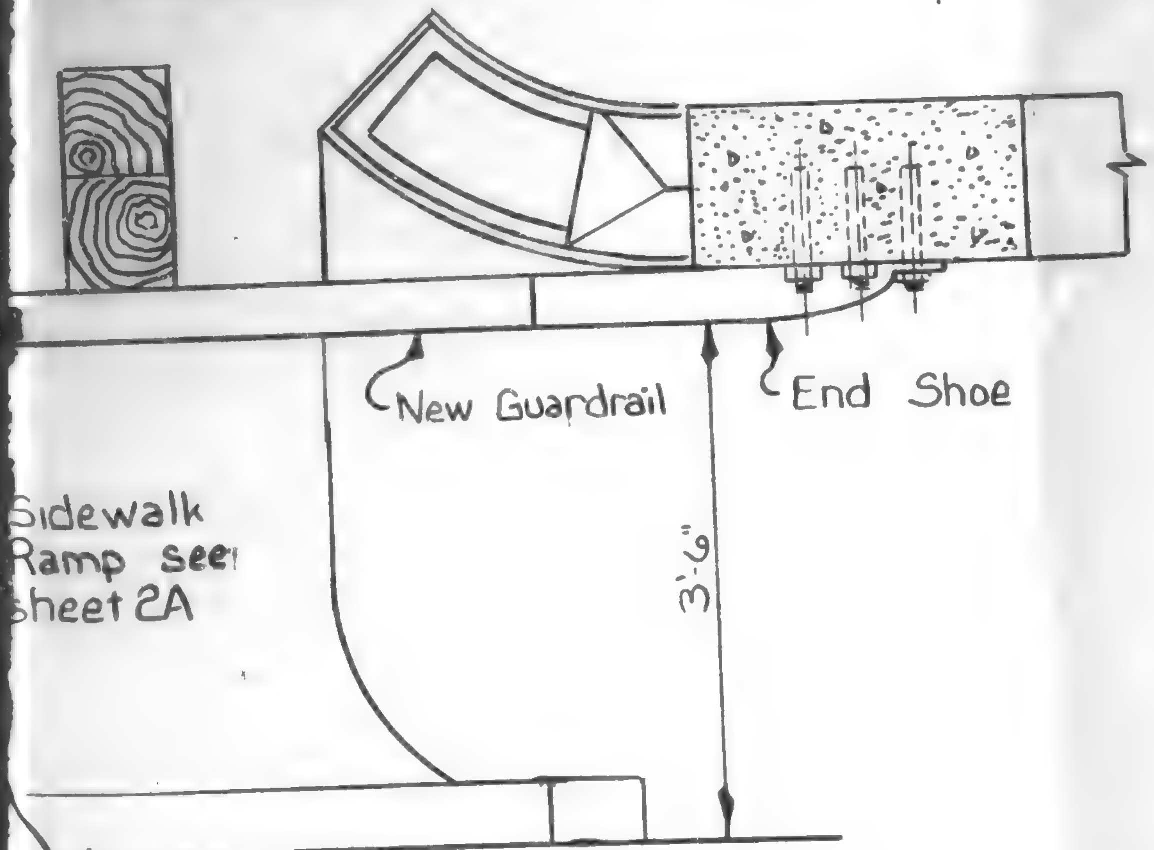
ELEVATION

Reviewed JMT 10/31/79

DIETERICH POST OF WASH.


in
Epoxy
eaded rods
ds to
with nuts
e after
Existing Post
7"
typ.

SECTION A-A

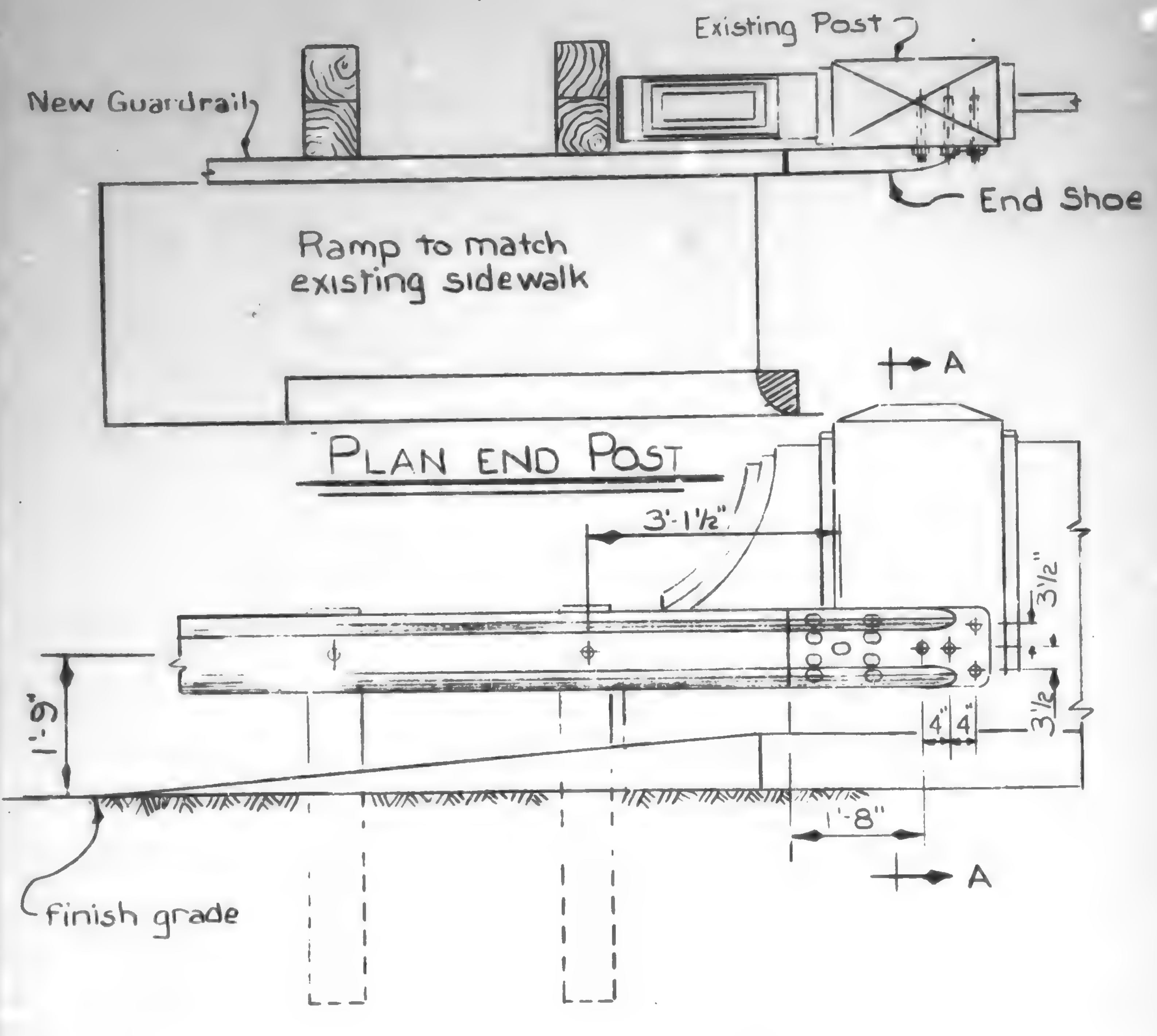

New Guardrail
End Shoe
Sidewalk
Ramp see
sheet 2A
3'-6"

Note:
Holes in concrete to be drilled with rotary (non-impact) type drill.

OREGON STATE HIGHWAY DIVISION
BRIDGE SECTION

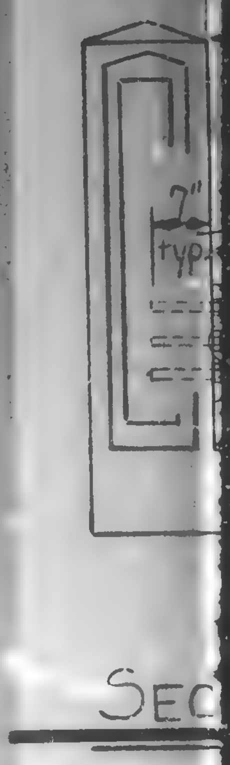
WALLACE BRIDGE OVER YAMHILL RIVER
WILLAMINA-SALEM HIGHWAY
POLK COUNTY

APPROVED:	DATE 10-79	BRIDGE NO. 2081
	DESIGNED CWP	
BRIDGE ENGINEER	DRAWN JLS	DRAWING NO. B812


Existing Post
New Guardrail
End Shoe
Ramp to match existing sidewalk
A
3'-1½"
3½"
3½"
1'-9"
4"
4"
1'-8"
A
finish grade

PLAN END POST

ELEVATION

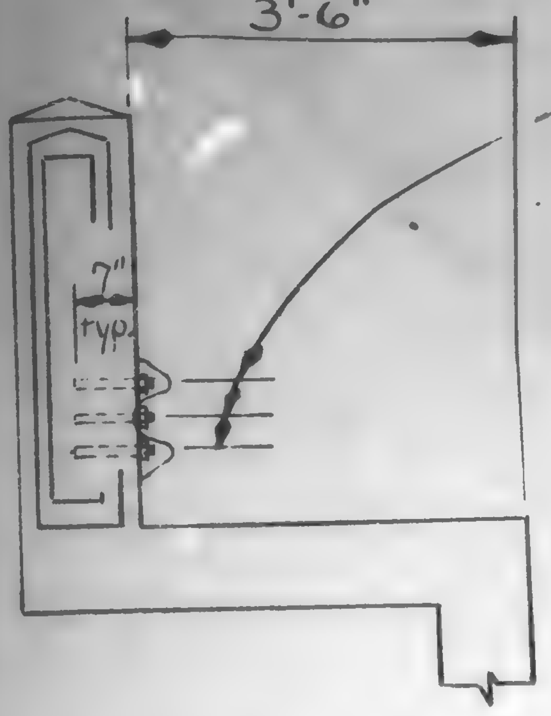


SEC

Note:
Holes in
be drilled
(non-impact

Reviewed JMT 10/31/79

DIETRICH POST OF WASH



Drill 1" dia. holes in existing end post. Epoxy grout 3/4" dia. threaded rods in post. Anchor rods to be ASTM A-325 with nuts & washers. Galvanize after fabrication.

SECTION A-A

Note:
Holes in concrete be drilled with rotary (non-impact) type drill.

OREGON STATE HIGHWAY DIVISION
BRIDGE SECTION

MILL CREEK BRIDGE
WILLAMINA - SALEM HIGHWAY
POLK COUNTY

APPROVED:	DATE 10-79	BRIDGE NO. 1756
	DESIGNED CWP	
BRIDGE ENGINEER	DRAWN JLS	DRAWING NO. B813

9240

30

ROAD DESIGN SECTION

Donald E. Shaffer
Bicycle Route Engineer

October 30, 1979

ORIGINAL SIGNED
DUANE O. CHRISTENSEN
D. O. Christensen
Final Design Engineer

Subject: Wallace Bridge-Upper Salt Creek
[redacted]
Polk County

A review of this project has been made for bike lanes and a four-foot shoulder is the maximum width that can be provided.

DOC:ja

cc C. O. Fredrickson
L. K. Watson

✓ Versteeg ✓
Anderson
Christensen
Olson
Sullivan
Turpin
Trout
Wakerlig

RECEIVED
OCT 30 1979
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring Up ___/___/___
Action

9240 30

FORM 81-734-2030

OREGON STATE HIGHWAY DIVISION FILE: 27-1958

INTER-OFFICE CORRESPONDENCE

October 23, 1979

C. O. Fredrickson

FROM:	C. O. Fredrickson Region Engineer
TO:	Frank E. Terpin Location Engineer
SUBJECT:	Location Data Wallace Bridge-Hart Road [redacted] Polk County

Transmitted herewith the following information concerning the subject project.

To Final Design 10-26-79

2 rolls	Detail Map - mylar ✓ – to R/W Descriptions
3 rolls	Cross Sections ✓
2 copies	Locating Engineer's Statement ✓
2 books	Field Notes ✓ – to R/W Descriptions
1 pad	Cost Estimate Computation Sheets ✓
4 copies	Quantity Summary and Cost Estimate ✓
1 copy	Narrative Report ✓
1 pad	Photographs ✓
1 pad	Coordinate Sheets ✓ – to R/W Descriptions
1 envelope	Deeds and plat map ✓ – to R/W Descriptions

Basically this project overlays the existing pavement to the designed depth, provides 12-foot lanes, 4-foot shoulders, a needed left turn refuge and slightly extends a critical climbing lane. We do not believe any of these features should be cut or reduced. This design will serve adequately for many years.

Estimate of cost approximates $2,800,000. The February 22, 1978, Six-Year Highway Improvement Program set aside $2,100,000 for this project. For some reason the current Schedule of Contract Lettings shows but $1,443,000. We hope the additional funds can be found. If not, and it becomes necessary to reduce this project, Region recommends starting at the east end where it ties into a fairly new overlay and extending westerly as far as funds permit. This will correct the very narrow lanes on Butler Hill where the guard rail now hangs with insufficient support.

If you agree, please expedite the needed descriptions so right of way might be obtained for the scheduled April 24, 1980, bid opening. To help meet that schedule, which we should hold or move up to an earlier date, please send us a print of the approved right of was as soon as available. Region Right of Way Supervisor, Jim Dixon, can use it to get an early start on appraisal.

cc: Jim Dixon

RECEIVED
OCT 23 1979
LOCATION SECTION

9240

30

ROAD DESIGN

E. S. Hunter
Assistant State Highway Engineer

October 22, 1979

ORIGINAL SIGNED
DUANE O. CHRISTENSEN
Duane O. Christensen
Final Design Engineer

Subject: Accelerated Pavement Rehabilitation Program

As of the October 18, 1979 bid opening, we are under the initial original estimates by $4,050,000. It is estimated, based on engineer's estimates and a projected estimate for the "Grande Ronde-Wallace Bridge" and "Wallace Bridge-Upper Salt Creek" Sections, that we will be under the initial original estimates by $3,083,000. This may change, depending on the final scope of the "Wallace Bridge-Upper Salt Creek" project.

All projects have been either contracted, advertised, or plans prepared, except for the "Wallace Bridge-Upper Salt Creek" project, which has not been received by Final Design.

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Enc.

1 Versteeg ✓
Anderson
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OCT 23 1979
ROAD DESIGN SECTION

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Action

ACCELERATED PAVEMENT REHABILITATION PROGRAM October 22, 1979

Contract Letting	Difference Between Engr's & Contract Est.	Running Total
July 12	$ - 769,000	$ - 769,000
July 26	-1,748,000	-2,517,000
August 2	-3,522,000	-6,039,000
August 23	+1,882,000	-4,157,000
Sept. 20 & 27	- 840,000	-4,997,000
Oct. 18	+ 947,000	-4,050,000
*Nov. 15 & Later	+ 967,000	-3,083,000

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*Based on Engineer's estimates and projected estimates.

DOC:ja

9240 30

STATE OF OREGON

INTEROFFICE MEMO

ROAD DESIGN SECTION 378-6558
DEPT. TELEPHONE

TO: The File

DATE: October 11, 1979

Duane O. Christensen

FROM: Duane O. Christensen
Final Design Engineer

SUBJECT: Accelerated Pavement
Rehabilitation Program

All but two projects have been contracted or have progressed to the PS&E stage. The two remaining projects are: Grande Ronde-Wallace Bridge, which is in the office and plans are being prepared and Wallace Bridge-Upper Salt Creek, which is still being located in the field. Both of these projects are to be combined into one contract and assuming the latter is received from the field in the next week, could be ready for a January 24, 1980 contract.

As of the September bid opening, we were under the initial estimates by $4,997,000. Based on the Engineer's estimates and projected estimates for the remainder of the projects, we will be approximately $2,800,000 under the money set up for the program.

Attached is a copy of the Accelerated Pavement Rehabilitation Program showing the status of estimates to date.

DOC:mw
Attachments
cc: E. S. Hunter
D. H. Moehring

1 Versteeg ✓
Anderson
Christensen
3 Olson
2 Sullivan
4 Terpin
3 Trout
Wakerlig

Att ✓
O.D

RECEIVED
OCT 11 1979
ROAD DESIGN
SECTION

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Action

NOTED
F. E. TERPIN

[illegible] PAVEMENT REHABILITATION PROGRAM

Proposed Revised Program

Difference Between Prog. Est. & Cont. Est.

	Index No.	Program Code	Project Name		Cost (1000)	Contract Est.	Miles	Letting Date
(-712)	103	Black	Merle U-Xing - Cedar Hills Blvd.		~~1,443~~	1718	5.7	Contracted
	209	Black	Del Ray Beach - Neawanna Cr.		~~782~~	782	2.8	Contracted
	304	Black	Lane Co. Line - Elbow Lake		~~1,041~~	1041	5.7	Contracted
	402	Black	Jct. Crooked R. Hwy. - Brothers		~~1,030~~	1659	6.7	Contracted
	403	Black	Brothers - Frederick Butte Rd.		~~877~~		5.8	Contracted
	510	Black	Pendleton - McKay Reservoir		~~618~~	618	4.3	Contracted
	516	Black	Columbia R. Hwy. - Hermiston		~~1,363~~	1363	6.8	Contracted
	450	Red (Add)	Lone Rock Rd. - Rock Cr.		~~189~~	189	6.0	Contracted
	40	Added	Madras/Prineville Hwy. - Culver Hwy.		~~1,169~~	1031	8.5	Contracted
	41	Added	Prineville - Dry Cr.		~~162~~	195	5.7	Contracted
	42	Added	Odell Rd. - Camp Makualla Rd.		~~1,682~~	1458	9.9	Contracted
	43	Added	Shaniko - The Dalles/Calif. Hwy.		~~843~~	576	12.0	Contracted
	44	Added	Crook Co. Line - Prineville		~~143~~	—	5.0	Contracted
					11342	10630		(-712)
(-2393)			JUNE 7, 1979 LETTING					
	245	Green (Add)	Castle Rock - Cedar Cr.		~~1,221~~	989	11.7	07 June 79
	528	Green (Add)	Fox - Beach Cr.		~~2,377~~	1681	12.7	07 June 79
	539	Green (Add)	Lexington - Bomber Range Rd.		~~2,464~~	2405	9.9	07 June 79
	50	Added	Wade Point - Trout Cr.		~~1,173~~	1338	5.3	07 June 79
	51	Added	Prairie Creek - Joseph		~~660~~		3.3	07 June 79
	10	Added	S.W. 117th Ave. - Beaverton/Hillsdale Hwy.		~~457~~	1052	0.8	07 June 79
	52	Added	Lexington - Pieper Canyon Rd.		~~578~~		2.3	07 June 79
	11	Added	N.E. Sandy Blvd. - S.E. Flavel St.		~~928~~		5.8	07 June 79
					9858	7465		(-2393)
(-769)			JULY 12, 1979 LETTING					
	141	Green 1051438	Columbia Co. Line - Buxton	* 402 —	350	296	6.0	12 July 79
	159	Green 1031411	Carus Rd. - Jct. Woodburn/Estacada Hwy.	* 1274 —	1,170	1063	9.0	12 July 79
	433	Green 0181456	The Dalles/Calif Hwy - Jct K. Falls/Lakeview	* 1355 —	1,700	1218	4.0	12 July 79
	45	New 0191426	Silver Lake - Summer Lake	* 1412 —	1,260	1134	25.0	12 July 79
			(-37)	4443	4480	3711		(-769)
(-1,748)			JULY 26, 1979 LETTING					
	113	Black 0031971	Haines Rd. - Molalla Riv. (Canby)	* 811 —	1,500	675	3.6	26 July 79
	207	Black 0041938	Rock Creek - Gnat Cr.	* 2740 —	1,152	2352	2.4	~~26 July 79~~ 2 Aug
	231	Green 0041443	Big Creek Section	—	499		1.9	~~26 July 79~~ 2 Aug
	244	Green 0361469	M.P. 43.9 - Jct. McMinnville Spur	* 2287 —	903	1880	2.5	~~26 July 79~~ 2 Aug
	426	Green 0091494	Lava Butte Lookout - Sugar Pine Butte Rd.	* 1978 —	2,000	1643	8.3	26 July 79
	521	Green 0231481	Black Canyon Cr. - Harper Jct.	* 2714 —	2,100	2251	20.0	26 July 79
	20	New 0361468	Dayton Jct. - Lafayette	—	504		2.5	~~26 July 79~~ 2 Aug
	12	New 0051439	West Port - Clatskanie	—	2,189		10.3	~~26 July 79~~ 2 Aug
	21	New 0211492	Eddyville - Cline Mt.	* 655 —	650	490	5.8	26 July 79
	22	New 0361467	Jct. Lafayette Hwy. - Jct. Pac. Hwy. West	—	693		2.9	~~26 July 79~~ 2 Aug
	30	New 0201442	Siuslaw R. - Walton	* 1351 -	1,400	908	6.3	26 July 79
			(-1,054)	12,536	13590	10,199		(-3391)
(-3,522)			AUGUST 2, 1979 LETTING					
	202	Black [illegible]	Squaw Cr. - Jct. Pacific Hwy. W.	* 529 —	1,000	479	1.7	02 Aug. 79
	214	Black 0211989	N.E. 8th St. - S.W. Naterlin Dr.	* 467 —	800	311	1.3	02 Aug. 79
	153	Green 1031412	Dodge Rd. - Estacada	* 825 —	700	635	4.7	~~02 Aug. 79~~ 26 Ju
	268	Green 1241455	Talbot Rd. - Santiam Riv. Br.	* 358 —	300	311	1.3	02 Aug. 79
	52	New 0301456	Pendleton - Adams	* 2259 —	2,655	1840	10.5	02 Aug. 79
	31	New 0151468	Four Corners - White City	* 2673 —	1,700	1353	3.8	~~02 Aug. 79~~ 20 Se
	32	New 1151469	Brownsboro - N. Fk. Little Butte Cr.	—	1,600	1273	7.8	~~02 Aug. 79~~ 20 Sep
			(-1644)	7111	8755	6202		(-2553)
(+1882)			AUGUST 23, 1979 LETTING					
	132	Green 0031408	Zigzag River - Woodlot Road	* 2523	1,007		5.1	~~23 Aug. 79~~ 15 Nc
	250	Green 1221481	M.P. 70.20 - Santiam Jct.	* 1874	1,200	2164	1.6	23 Aug. 79
	53	New 0131401A	Burns - Burns Jct.	—	235	—	1.5	23 Aug. 79
	54	New 0131499	M.P. 52.0 - Poison Cr.	* 2753	755	2638	10.3	23 Aug. 79
	55	New 0131401	Poison Cr. - Burns Jct.	—	730	—	5.2	23 Aug. 79
	13	New 0031409	Woodlot Rd. - Ski Bowl Fr. Rd.	—	893		4.0	~~23 Aug. 79~~ 15 Nc
			(+2330)	7150	4820			
(-840)			SEPTEMBER 20, 1979 LETTING					
	416	Black 1191922	Doherty Slide - Harney Co. Line	* 1616	1,071	1677	5.8	20 Sep. 79
	417	Black 1131997	Lake Co. Line - Nevada State Line		583	597	2.3	20 Sep. 79
	46	New 0091495	Plainview Rd. - Deschutes River	* 1307	1,370	1161	7.1	20 Sep. 79
			(-101)	2,923	3024	2358		(-166)
			OCTOBER 18, 1979 LETTING					
	407	Black 0181954	Willamette Jct. - Chemult	* 2519	1,500		8.5	18 Oct. 79
	424	Green 0281459	Grass Valley - Kent/Grass Valley Rd.	* 2213	846		13.0	18 Oct. 79
	47	New 0281460	Kent - Shaniko		954		16.0	18 Oct. 79
			(+1432)	4732	3300			

[illegible]	Black		[illegible]		[illegible]	[illegible]		Contracted
516	Black		Columbia R. Hwy. - Hermiston		~~1,363~~	1363	0.8	Contracted
450	Red (Add)		Lone Rock Rd. - Rock Cr.		~~189~~	189	6.0	Contracted
40	Added		Madras/Prineville Hwy. - Culver Hwy.		~~1,169~~	1031	8.5	Contracted
41	Added		Prineville - Dry Cr.		~~162~~	195	5.7	Contracted
42	Added		Odell Rd. - Camp Makualla Rd.		~~1,682~~	1458	9.9	Contracted
43	Added		Shaniko - The Dalles/Calif. Hwy.		~~843~~	576	2.0	Contracted
44	Added		Crook Co. Line - Prineville		~~143~~		5.0	Contracted
					11342	10630		(-712)

(-2393)

JUNE 7, 1979 LETTING

245	Green (Add)		Castle Rock - Cedar Cr.		~~1,221~~	989	11.7	07 June 79
528	Green (Add)		Fox - Beach Cr.		~~2,377~~	1681	2.7	07 June 79
539	Green (Add)		Lexington - Bomber Range Rd.		~~2,464~~	2405	9.9	07 June 79
50	Added		Wade Point - Trout Cr.		~~1,173~~	1338	5.3	07 June 79
51	Added		Prairie Creek - Joseph		~~660~~		3.3	07 June 79
10	Added		S.W. 117th Ave. - Beaverton/Hillsdale Hwy.		~~457~~	1052	0.8	07 June 79
52	Added		Lexington - Pieper Canyon Rd.		~~578~~		2.3	07 June 79
11	Added		N.E. Sandy Blvd. - S.E. Flavel St.		928		5.8	07 June 79
			(-2[illegible])		9858	7465		(-2393)

(-769)

JULY 12, 1979 LETTING

141	Green	1051438	Columbia Co. Line - Buxton	* 402	350	296	6.0	12 July 79
159	Green	1031411	Carus Rd. - Jct. Woodburn/Estacada Hwy.	* 1,274	1,170	1063	9.0	12 July 79
433	Green	0181456	The Dalles/Calif Hwy - Jct K. Falls/Lakeview	* 1355	1,700	1218	4.0	12 July 79
45	New	0191426	Silver Lake - Summer Lake	* 1412	1,260	1134	25.0	12 July 79
			(-37)	4443	4480	3711		(-769)

(-1,748)

JULY 26, 1979 LETTING

113	Black	0031971	Haines Rd. - Molalla Riv. (Canby)	* 811	1,500	675	3.6	26 July 79
207	Black	0041938	Rock Creek - Gnat Cr.	* 2740	1,152	2352	2.4	~~26 July 79~~ 2 Aug
231	Green	0041443	Big Creek Section		499		1.9	~~26 July 79~~ 2 Aug
244	Green	0361469	M.P. 43.9 - Jct. McMinnville Spur	* 2287	903	1880	2.5	~~26 July 79~~ 2 Aug
426	Green	0091494	Lava Butte Lookout - Sugar Pine Butte Rd.	* 1978	2,000	1643	8.3	26 July 79
521	Green	0231481	Black Canyon Cr. - Harper Jct.	* 2714	2,100	2251	20.0	26 July 79
20	New	0361468	Dayton Jct. - Lafayette		504		2.5	~~26 July 79~~ 2 Aug
12	New	0051439	West Port - Clatskanie		2,189		10.3	~~26 July 79~~ 2 Aug
21	New	0211492	Eddyville - Cline Mt.	* 655	650	490	5.8	26 July 79
22	New	0361467	Jct. Lafayette Hwy. - Jct. Pac. Hwy. West		693		2.9	~~26 July 79~~ 2 Aug
30	New	0201442	Siuslaw R. - Walton	* 1351	1,400	908	6.3	26 July 79
			(-1,054)	12,536	13590	10,199		(-3391)

(-3,522)

AUGUST 2, 1979 LETTING

202	Black	[illegible]	Squaw Cr. - Jct. Pacific Hwy. W.	* 529	1,000	479	1.7	02 Aug. 79
214	Black	0211989	N.E. 8th St. - S.W. Naterlin Dr.	* 467	800	311	1.3	02 Aug. 79
153	Green	1031412	Dodge Rd. - Estacada	* 825	700	635	4.7	~~02 Aug. 79~~ 26 Ju
268	Green	1241455	Talbot Rd. - Santiam Riv. Br.	* 358	300	311	1.3	02 Aug. 79
52	New	0301456	Pendleton - Adams	* 2259	2,655	1840	10.5	02 Aug. 79
31	New	0151468	Four Corners - White City	* 2673	1,700	1353	3.8	~~02 Aug. 79~~ 20 Se
32	New	1151469	Brownsboro - N. Fk. Little Butte Cr.		1,600	1273	7.8	~~02 Aug. 79~~ 20 Sep
			(-1644)	[illegible]	8755	6202		(-2553)

(+1882)

AUGUST 23, 1979 LETTING

132	Green	0031408	Zigzag River - Woodlot Road	* 2523	1,007		5.1	~~23 Aug. 79~~ 15 Nov
250	Green	1221481	M.P. 70.20 - Santiam Jct.	* 1874	1,200	2164	1.6	~~23 Aug. 79~~
53	New	0131401A	Burns - Burns Jct.	—	235	—	1.5	23 Aug. 79
54	New	0131499	M.P. 52.0 - Poison Cr.	* 2753	755	2639	10.3	23 Aug. 79
55	New	0131401	Poison Cr. - Burns Jct.	—	730	—	5.2	23 Aug. 79
13	New	0031409	Woodlot Rd. - Ski Bowl Fr. Rd.	—	893		4.0	~~23 Aug. 79~~ 15 Nov
			(+2330)	7150	4820			

(-840)

SEPTEMBER 20, 1979 LETTING

416	Black	1191922	Doherty Slide - Harney Co. Line	* 1616	1,071	[illegible]	5.8	20 Sep. 79
417	Black	1131997	Lake Co. Line - Nevada State Line		583	597	2.3	20 Sep. 79
46	New	0091495	Plainview Rd. - Deschutes River	* 1,307	1,370	1161	7.1	20 Sep. 79
			(-101)	2,923	3024	2358		(-166)

OCTOBER 18, 1979 LETTING

407	Black	0181954	Willamette Jct. - Chemult	* 2519	1,500		8.5	18 Oct. 79
424	Green	0281459	Grass Valley - Kent/Grass Valley Rd.	* 2213	846		13.0	18 Oct. 79
47	New	0281460	Kent - Shaniko		954		16.0	18 Oct. 79
			(+1432)	4732	3300			

NOVEMBER 15, 1979 LETTING

221	Black	0271958	Wallace Bridge - Upper Salt Cr.	2938	1,443		7.6	15 Nov. 79
306	Black	0061951	Bunker Hill - Davis Slough	2680	2,870		5.5	15 Nov. 79
243	Green	[illegible]	Grande Ronde - Wallace Br.	—	1,277		5.6	15 Nov. 79
526	Green	0231482	Ironsides - Brogan Hill	3700	4,000		14.3	15 Nov. 79
48	New	0331438	Maupin - Cow Canyon	* 1050	900		21.2	15 Nov. 79
33	New	0061452	W. End One Way CPL - M.P. 15.2	1437	1,230		3.5	15 Nov. 79
			(+85)	11805	11,720			

* Engineer's Estimate

[illegible] PAVEMENT REHABILITATION PROGRAM

Proposed Revised Program

Difference between Prog. Est & Cont. Est.	Index No.	Program Code		Project Name		Cost (1000)	Contract Est.	Miles	Letting Date
(-712)	103	Black		Merle U-Xing - Cedar Hills Blvd.		~~1,443~~	1718	5.7	Contracted
	209	Black		Del Hay Beach - Neawanna Cr.		~~782~~	782	2.8	Contracted
	304	Black		Lane Co. Line - Elbow lake		~~1,041~~	1041	5.7	Contracted
	402	Black		Jct. Crooked R. Hwy. - Brothers		~~1,030~~	1659	6.7	Contracted
	403	Black		Brothers - Frederick Butte Rd.		~~877~~		5.8	Contracted
	510	Black		Pendleton - McKay Reservoir		~~618~~	618	4.3	Contracted
	516	Black		Columbia R. Hwy. - Hermiston		~~1,363~~	1363	6.8	Contracted
	450	Red (Add)		Lone Rock Rd. - Rock Cr.		~~189~~	189	6.0	Contracted
	40	Added		Madras/Prineville Hwy. - Culver Hwy.		~~1,169~~	1031	8.5	Contracted
	41	Added		Prineville - Dry Cr.		~~162~~	195	5.7	Contracted
	42	Added		Odell Rd. - Camp Makualla Rd.		~~1,682~~	1458	9.9	Contracted
	43	Added		Shaniko - The Dalles/Calif. Hwy.		~~843~~	576	2.0	Contracted
	44	Added		Crook Co. Line - Prineville		~~143~~	—	5.0	Contracted
						11342	10630		(-712)
(-2393)				JUNE 7, 1979 LETTING					
	245	Green (Add)		Castle Rock - Cedar Cr.		~~1,221~~	989	11.7	07 June 79
	528	Green (Add)		Fox - Beach Cr.		~~2,377~~	1681	12.7	07 June 79
	539	Green (Add)		Lexington - Bomber Range Rd.		~~2,464~~	2405	9.9	07 June 79
	50	Added		Wade Point - Trout Cr.		~~1,173~~	1338	5.3	07 June 79
	51	Added		Prairie Creek - Joseph		~~660~~		3.3	07 June 79
	10	Added		S.W. 117th Ave. - Beaverton/Hillsdale Hwy.		~~457~~	1052	0.8	07 June 79
	52	Added		Lexington - Pieper Canyon Rd.		~~578~~		2.3	07 June 79
	11	Added		N.E. Sandy Blvd. - S.E. Flavel St.		~~928~~		5.8	07 June 79
						9858	7465		(-2393)
(-769)				JULY 12, 1979 LETTING					
	141	Green	1051438	Columbia Co. Line - Buxton	* 402 —	350	296	6.0	12 July 79
	159	Green	1031411	Carus Rd. - Jct. Woodburn/Estacada Hwy.	* 1,274 —	1,170	1063	9.0	12 July 79
	433	Green	0181456	The Dalles/Calif Hwy - Jct K. Falls/Lakeview	* 1355 —	1,700	1218	4.0	12 July 79
	45	New	0191426	Silver Lake - Summer Lake	* 1412 —	1,260	1134	25.0	12 July 79
				(-37)	4443	4480	3711		(-769)
(-1,748)				JULY 26, 1979 LETTING					
	113	Black	C031971	Haines Rd. - Molalla Riv. (Canby)	* 811 —	1,500	675	3.6	26 July 79
	207	Black	0041938	Rock Creek - Gnat Cr.	* 2740 —	1,152	2352	2.4	~~26 July 79~~ 2 Aug
	231	Green	0041443	Big Creek Section	——	499		1.9	~~26 July 79~~ 2 Aug
	244	Green	0361469	M.P. 43.9 - Jct. McMinnville Spur	* 2287 —	903	1880	2.5	~~26 July 79~~ 2 Aug
	426	Green	0091494	Lava Butte Lookout - Sugar Pine Butte Rd.	* 1978 —	2,000	1643	8.3	26 July 79
	521	Green	0231481	Black Canyon Cr. - Harper Jct.	* 2714 —	2,100	2251	20.0	26 July 79
	20	New	0361468	Dayton Jct. - Lafayette	——	504		2.5	~~26 July 79~~ 2 Aug
	12	New	0051439	West Port - Clatskanie	——	2,189		10.3	~~26 July 79~~ 2 Aug
	21	New	0211492	Eddyville - Cline Mt.	* 655 —	650	490	5.8	26 July 79
	22	New	0361467	Jct. Lafayette Hwy. - Jct. Pac. Hwy. West	——	693		2.9	~~26 July 79~~ 2 Aug
	30	New	0201442	Siuslaw R. - Walton	* 1351 -	1,400	908	6.3	26 July 79
				(-1,054)	12,536	13590	10,199		(-3391)
(-3,522)				AUGUST 2, 1979 LETTING					
	202	Black	[illegible]	Squaw Cr. - Jct. Pacific Hwy. W.	* 529 —	1,000	479	1.7	02 Aug. 79
	214	Black	0211989	N.E. 8th St. - S.W. Naterlin Dr.	* 467 —	800	311	1.3	02 Aug. 79
	153	Green	1031412	Dodge Rd. - Estacada	* 825 —	700	635	4.7	~~02 Aug. 79~~ 26 Jul
	268	Green	1241455	Talbot Rd. - Santiam Riv. Br.	* 358 —	300	311	1.3	02 Aug. 79
	52	New	0301456	Pendleton - Adams	* 2259 —	2,655	1840	10.5	02 Aug. 79
	31	New	0151468	Four Corners - White City	* 2673 —	1,700	1353	3.8	~~02 Aug. 79~~ 20 Sep
	32	New	1151469	Brownsboro - N. Fk. Little Butte Cr.	——	1,600	1273	7.8	~~02 Aug. 79~~ 20 Sep
				(-1644)	7111	8755	6202		(-2553)
(+1882)				AUGUST 23, 1979 LETTING					
	132	Green	0031408	Zigzag River - Woodlot Road	* 2523	1,007		5.1	~~23 Aug. 79~~ 15 No
	250	Green	1221481	M.P. 70.20 - Santiam Jct.	* 1874	1,200	2164	1.6	23 Aug. 79
	53	New	0131401A	Burns - Burns Jct.	—	235	—	1.5	23 Aug. 79
	54	New	0131499	M.P. 52.0 - Poison Cr.	* 2753	755	2639	10.3	23 Aug. 79
	55	New	0131401	Poison Cr. - Burns Jct.	—	730	—	5.2	23 Aug. 79
	13	New	0031409	Woodlot Rd. - Ski Bowl Fr. Rd.	—	893		4.0	~~23 Aug. 79~~ 15 No
				(+2330)	7150	4820			
(-840)				SEPTEMBER 20, 1979 LETTING					
	416	Black	1191922	Doherty Slide - Harney Co. Line	* 1,616	1,071	1097	5.8	20 Sep. 79
	417	Black	1131997	Lake Co. Line - Nevada State Line		583	597	2.3	20 Sep. 79
	46	New	0091495	Plainview Rd. - Deschutes River	* 1,307	1,370	1164	7.1	20 Sep. 79
				(-101)	2,923	3024	2858		(-166)
				OCTOBER 18, 1979 LETTING					
	407	Black	0181954	Willamette Jct. - Chemult	* 2519	1,500		8.5	18 Oct. 79
	424	Green	0281459	Grass Valley - Kent/Grass Valley Rd.	* 2213	846		13.0	18 Oct. 79
	47	New	0281460	Kent - Shaniko		954		16.0	18 Oct. 79
				(+1432)	4732	3300			

516	Black		Columbia R. Hwy. - Hermiston		[illegible]	[illegible]	4.3	Contracted	
450	Red (Add)		Lone Rock Rd. - Rock Cr.		~~1,363~~	1363	6.8	Contracted	
					~~189~~	189	6.0	Contracted	
40	Added		Madras/Prineville Hwy. - Culver Hwy.		~~1,169~~	1031	8.5		
41	Added		Prineville - Dry Cr.		~~162~~	195	5.7	Contracted	
42	Added		Odell Rd. - Camp Makualla Rd.		~~1,682~~	1458	9.9	Contracted	
43	Added		Shaniko - The Dalles/Calif. Hwy.		~~843~~	576	2.0	Contracted	
44	Added		Crook Co. Line - Prineville		~~143~~		5.0	Contracted	
					11342	10630		(-712)	

(-2393) JUNE 7, 1979 LETTING

245	Green (Add)		Castle Rock - Cedar Cr.		~~1,221~~	989	11.7	07 June 79	
528	Green (Add)		Fox - Beach Cr.		~~2,377~~	1681	12.7	07 June 79	
539	Green (Add)		Lexington - Bomber Range Rd.		~~2,464~~	2405	9.9	07 June 79	
50	Added		Wade Point - Trout Cr.		~~1,173~~	1338	5.3	07 June 79	
51	Added		Prairie Creek - Joseph		~~660~~		3.3	07 June 79	
10	Added		S.W. 117th Ave. - Beaverton/Hillsdale Hwy.		~~457~~	1052	0.8	07 June 79	
52	Added		Lexington - Pieper Canyon Rd.		~~578~~		2.3	07 June 79	
11	Added		N.E. Sandy Blvd. - S.E. Flavel St.		~~928~~		5.8	07 June 79	
					9858	7465		(-2393)	

(-769) JULY 12, 1979 LETTING

141	Green	1051438	Columbia Co. Line - Buxton	* 402	350	296	6.0	12 July 79	
159	Green	1031411	Carus Rd. - Jct. Woodburn/Estacada Hwy.	* 1274	1,170	1063	9.0	12 July 79	
433	Green	0181456	The Dalles/Calif Hwy - Jct K. Falls/Lakeview	* 1355	1,700	1218	4.0	12 July 79	
45	New	0191426	Silver Lake - Summer Lake	* 1412	1,260	1134	25.0	12 July 79	
			(-37)	4443	4480	3711		(-769)	

(-1,748) JULY 26, 1979 LETTING

113	Black	0031971	Haines Rd. - Molalla Riv. (Canby)	* 811	1,500	675	3.6	26 July 79	
207	Black	0041938	Rock Creek - Gnat Cr.	* 2740	1,152	2352	2.4	~~26 July 79~~	2 Aug
231	Green	0041443	Big Creek Section		499		1.9	~~26 July 79~~	2 Aug
244	Green	0361469	M.P. 43.9 - Jct. McMinnville Spur	* 2287	903	1880	2.5	~~26 July 79~~	2 Aug
426	Green	0091494	Lava Butte Lookout - Sugar Pine Butte Rd.	* 1978	2,000	1643	8.3	26 July 79	
521	Green	0231481	Black Canyon Cr. - Harper Jct.	* 2714	2,100	2251	20.0	26 July 79	
20	New	0361468	Dayton Jct. - Lafayette		504		2.5	~~26 July 79~~	2 Aug
12	New	0051439	West Port - Clatskanie		2,189		10.3	~~26 July 79~~	2 Aug
21	New	0211492	Eddyville - Cline Mt.	* 655	650	490	5.8	26 July 79	
22	New	0361467	Jct. Lafayette Hwy. - Jct. Pac. Hwy. West		693		2.9	~~26 July 79~~	2 Aug
30	New	0201442	Siuslaw R. - Walton	* 1351	1,400	908	6.3	26 July 79	
			(-1,054)	12,536	13590	10,199		(-3391)	

(-3,522) AUGUST 2, 1979 LETTING

202	Black	5C1[illegible]	Squaw Cr. - Jct. Pacific Hwy. W.	* 529	1,000	479	1.7	02 Aug. 79	
214	Black	0211989	N.E. 8th St. - S.W. Naterlin Dr.	* 467	800	311	1.3	02 Aug. 79	
153	Green	1031412	Dodge Rd. - Estacada	* 825	700	635	4.7	~~02 Aug. 79~~	26 Jul
268	Green	1241455	Talbot Rd. - Santiam Riv. Br.	* 358	300	311	1.3	02 Aug. 79	
52	New	0301456	Pendleton - Adams	* 2259	2,655	1840	10.5	02 Aug. 79	
31	New	0151468	Four Corners - White City	* 2673	1,700	1353	3.8	~~02 Aug. 79~~	20 Sep
32	New	1151469	Brownsboro - N. Fk. Little Butte Cr.		1,600	1273	7.8	~~02 Aug. 79~~	20 Sep
			(-1644)	8111	8755	6202		(-2553)	

(+1882) AUGUST 23, 1979 LETTING

132	Green	0031408	Zigzag River - Woodlot Road	* 2523	1,007		5.1	~~23 Aug. 79~~	15 No
250	Green	1221481	M.P. 70.20 - Santiam Jct.	* 1874	1,200	2164	11.6	~~23 Aug. 79~~	
53	New	0131401A	Burns - Burns Jct.	—	235	—	1.5	23 Aug. 79	
54	New	0131499	M.P. 52.0 - Poison Cr.	* 2753	755	2638	10.3	23 Aug. 79	
55	New	0131401	Poison Cr. - Burns Jct.	—	730	—	5.2	23 Aug. 79	
13	New	0031409	Woodlot Rd. - Ski Bowl Fr. Rd.	—	893		4.0	~~23 Aug. 79~~	15 No
			(+2330)	7150	4820				

(-840) SEPTEMBER 20, 1979 LETTING

416	Black	1191922	Doherty Slide - Harney Co. Line	* 1616	1,071	1097	5.8	20 Sep. 79	
417	Black	1131997	Lake Co. Line - Nevada State Line		583	597	2.3	20 Sep. 79	
46	New	0091495	Plainview Rd. - Deschutes River	* 1307	1,370	1161	7.1	20 Sep. 79	
			(-101)	2,923	3024	2858		(-166)	

OCTOBER 18, 1979 LETTING

407	Black	0181954	Willamette Jct. - Chemult	* 2519	1,500		8.5	18 Oct. 79	
424	Green	0281459	Grass Valley - Kent/Grass Valley Rd.	* 2213	846		13.0	18 Oct. 79	
47	New	0281460	Kent - Shaniko		954		16.0	18 Oct. 79	
			(+1432)	4732	3300				

NOVEMBER 15, 1979 LETTING

221	Black	0271958	Wallace Bridge - Upper Salt Cr.	2938	1,443		7.6	15 Nov. 79	
306	Black	0061951	Bunker Hill - Davis Slough	2680	2,870		5.5	15 Nov. 79	
243	Green	GPW0001	Grande Ronde - Wallace Br.	—	1,277		5.6	15 Nov. 79	
526	Green	0231482	Ironsides - Brogan Hill	3700	4,000		14.3	15 Nov. 79	
48	New	0331438	Maupin - Cow Canyon	* 1050	900		21.2	15 Nov. 79	
33	New	0061452	W. End One Way CPL - M.P. 15.2	1437	1,230		3.5	15 Nov. 79	
			(+85)	11805	11,720				

* Engineer's Estimate

9240

30

STATE OF OREGON

INTEROFFICE MEMO

TO: Mr. D. O. Christensen
Final Design Engineer

DATE: August 22, 1979

FROM: J. E. Backstrand
Supervising Structural
Design Engineer

SUBJECT:

Wallace Bridge - 2091
Gooseneck Cr. Bridge - 2015
Mill Creek Bridge - 1756
Wallace Br.-Upper Salt Cr. Sec.
[redacted]y.
Polk County

It is recommended that the subject structures in the Wallace Bridge-Upper Salt Creek Section be overlayed with one inch of new AC wearing surface. The Mill Creek Bridge and Wallace Bridge will require some joint modification to accommodate the overlay. The approximate cost for the joint work is $12,000.

JEB:dh

cc C. O. Fredrickson
George Hopkins
Jack Sullivan

REFERRED TO
Beard ___ Staudenmeyer ___
Cole ___ ✓ Sample ___ LW
Eriksen ___ Watson ___
Hager ___ Dorn ___ Leu ___
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BY FINAL DESIGN ENGINEER

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AUG 23 1979
ROAD DESIGN
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81-125-1387

1980 Elgin-Minam R. Rd. Sec. 9241
Sec. of the Wallowa Lake Hwy.
(Grad., pav. & sign.)

9241

STATE COPY

nig cc: OSHD (Cou r)
David B. Carter, Area Engr

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL ACCEPTANCE REPORT

2-1-84

REGION NUMBER 10	REPORT NUMBER 3	COUNTY Union		DIVISION Oregon
DATE OF REPORT 2-1-84	REPORT MADE BY Paul J. Padilla, Highway Engineer Trainee			PROJECT NO. F-7(8)
COMPLETION DATE 12-18-81	ACCEPTANCE DATE BY CONTRACT AGENCY 1-4-83		TIME ELAPSED 100 %	CONTRACT TIME 250 calendar work days
APPROVED EXTENSIONS 4 days	LOCATION A 9.03-mile section of Elgin - Minam River Road			

NOTE - *The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction involving Federal Funds, has been submitted.
*A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

ELGIN - MINAM SECTION
WALLOWA LAKE HIGHWAY
Grading, Paving, and Signing

This project provides for the widening, surfacing, and signing of this 9.03-mile section of the Wallowa Highway.

The final cost of the original contract items was $2,552,750. - or an overrun of 7.7% of the contract amount of $2,370,160.00. The final cost of the project, including engineering and all changes, was $2,932,900.

All participating work has been completed.

---PJP---

RECEIVED
STATE HWY ENGR
FEB 8 '84
REFER TO
Fredrickson
FOR

Info	Inves	R/D	D/R	Sign	Act	File

NOTED
W. E. SCHWARTZ

Cy
2/13

*NOTE: Not applicable for direct federal projects

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE Paul J Padilla Paul J. Padilla		SIGNATURE Glenn K. Hossner	Original Signed By G. K. HOSSNER Field Operations Engineer
TITLE Hwy Engr Trainee	DATE 2-1-84	TITLE Field Operations Engineer	DATE 2/7/84

ORM FHWA 1446B PREVIOUS EDITIONS MAY BE USED.
Rev 12-79)

9241 2-1-83 file b

REPORT OF ACTION UNDER DELEGATED AUTHORITY BY

ASSISTANT STATE HIGHWAY ENGINEER

On behalf of the Commission and under delegated authority, the following contracts were accepted as being completed according to specifications:

Contractor and Contract No.	Section and County	Acceptance Date
Ross Bros. Const., Inc. No. 9041	Sager Cr. Br. & Kale Cr. Culvert Clatsop County	Jan. 3, 1983
Cascade Const. Co., Inc. No. 9062	NE Col. Blvd.-NE Weidler St. (Unit 1) Multnomah County	Jan. 3, 1983
COMCO Const. Ore. Ltd. dba Salem Road & Driveway Co. No. 9436	Church Road-Pac. Hwy. West Polk County	Jan. 4, 1983
J. C. Compton Co. No. 9241	Elgin-Minam River Road Union County	Jan. 4, 1983
C.W. McCallum Const. Co. No. 9347	Southbound On Ramp @ Beaverton/Hillsdale Hwy. Washington County	Jan. 4, 1983
The Kaspac Corp. dba Kaspac Industries No. 9382	Jackson County Pavement Marking Project Jackson County	Jan. 4, 1983
East County Electric Co., Inc. No. 9450	Pac. Hwy. W. @ 12th St. (McMinnville) Yamhill County	Jan. 4, 1983
Ajax Electric Co. No. 9430	Beaverton/Hillsdale Hwy. @ SW 107th Ave. Washington County	Jan. 4, 1983
Schoolhouse R Electric No. 9407	Col. River Hwy. @ W. Rainier Dike Rd. (Rainier) Columbia County	Jan. 5, 1983
A.K. Lundmark & Son, Inc. No. 9442	Rock Creek Bridges Washington County	Jan. 5, 1983
Hannan Bros. Const., Inc. No. 9410	Westport Ferry Slip Clatsop County	Jan. 5, 1983

Contractor and Contract No.	Section and County	Acceptance Date
Hansen Electric Co., Inc. No. 9208	SW Murray Blvd. @ SW Walker Rd. (Beaverton) Washington County	Jan. 6, 1983
Joseph Garfas dba Schoolhouse R Electric No. 9392	Rogue Valley Hwy. @ Valley View Rd. (Talent) Jackson County	Jan. 11, 1983
D Mc D Corp. No. 9377	LaGrande/Baker Hwy. @ Pierce Lane Union County	Jan. 12, 1983
F. Kelly Somers Const. Co. & F.L. Somers Co., Inc., J.V. No. 9303	NCL-Main St. (Rogue River) Jackson County	Jan. 18, 1983
Hamilton Electric, Inc. No. 9105	SW Macadam Ave.-SW Hamilton Court Multnomah County	Jan. 20, 1983
R. A. Hatch Co. No. 9227	Cedar Hills Blvd.-Sylvan Intchge. Washington & Multnomah Counties	Jan. 21, 1983
D & D Paving Co. No. 9319	35th Ave. Realign. @ Silverton Rd. Marion County	Jan. 21, 1983
Ross Bros. Const., Inc. No. 9441	UPRR & Frontage Rd. O'Xing. (The Dalles) Wasco County	Jan. 24, 1983
Eagle-Elsner, Inc. No. 9457	Oswego Hwy. @ Marylhurst College Entrance Clackamas County	Jan. 24, 1983
Fabricators, Inc. No. 9301	Davis Slough-Bullards Bridge Coos County	Jan. 25, 1983
Western Mixing Co. No. 9307	Painted Hills Rd.-Mitchell Wheeler County	Jan. 26, 1983
Swanston Equipment Co. No. 9384	Lane County Pavement Marking Project #5 Lane County	Jan. 27, 1983

Contractor and Contract No.	Section and County	Acceptance Date
Electric Corp. No. 9460	Pac. Hwy. E. @ Grimm Road Marion County	Jan. 27, 1983
Hi-Land Const., Inc. No. 9518	Grass Butte Rock Production Crook County	Jan. 31, 1983
Morse Bros., Inc. No. 9458	Condon Rock Production Gilliam County	Jan. 31, 1983

February 1, 1983

W. E. Schwartz, P.E.
Asst. State Highway Engineer

9241

January 26, 1983

United Pacific Insurance Company
Bond Department
33405 - 8th Avenue So. C-3000
Federal Way, WA 98003

COM 5
#9241

Gentlemen or Ladies:

On January 10, 1983, we wrote to you concerning release of final payment on Contract No. 9241 awarded to J. C. Compton Co., for work on the Elgin-Minam River Road Section of the Wallowa Lake Highway in Union County.

The total contract amount is $2,711,177.96 including $12,112.26 for work performed under force account.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

dc

cc: J. C. Compton Co.
P. O. Box 768
McMinnville, OR 97128

bc: C. T. Keasey
Walt Hart
Robert Hector

9241

2.

STATE OF OREGON
1859
VICTOR ATIYEH
GOVERNOR

Department of Transportation
STATE HIGHWAY DIVISION

IN REPLY REFER TO
FILE NO.:

December 21, 1981

NOTED
H.S. COULTER

CON 5 #9241

J. C. Compton Company
P.O. Box 768
McMinnville, OR 97128

RE: Time Extension Request
Elgin-Minam River Road
Contract No. 9241
FAP F-7(8)

Gentlemen:

Your request for additional contract time in which to complete the above project has been carefully reviewed. A contract time extension of 4 calendar workdays is granted due to the performance of extra work and additional work.

This will eliminate all liquidated damages assessed under this contract.

Sincerely,

O. B. Jackmand
For C. T. Keasey, P.E., P.L.S.
Assistant State Highway Engineer

CTK:OBJ:cb

cc. H.S. Coulter (att. 1 letter)
W.E. Schwartz " 1 "
J.A. Schlieski " 1 "
FHWA " 1 "
R. Church

RECEIVED
STATE HWY ENGR
DEC 22 '81
REFER TO

FOR

Info	Inves	R/D	D/R	Sign	Act	File

Form 734-3123

STATE OF OREGON

INTEROFFICE MEMO

TO: O. B. Jackmond
Contract Administration Engineer

DATE: December 15, 1981

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DEC 17 1981
CONSTRUCTION BRANCH

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SUBJECT: Elgin-Minam River Road Section
Wallowa Lake Highway
Union County
Contract 9241

"Time Extension Request"

Enclosed is a contractor's request for time extension on the Elgin-Minam Section. Also enclosed is an evaluation of the request by Joe Schlieski.

The contractor is requesting four additional days. I believe that six can be justified based on the following:

- April 23 and 24, 1981. We wrote EWO #2 and performed additional exploratory work in the mandatory quarry. This delayed the contractor two days. Two days are justified.
- General excavation overran 7%. This work could not have been performed concurrently. Two days are justified.
- Emulsified Asphalt Concreteoverran 12%. This work could not have been done concurrent to other. Two days are justified.

Based on the above remarks, I am recommending that the requested four additional calendar workdays be granted.

R. D. Hector
Region Construction Engineer

RDH/dp
Enc.
cc: J. A. Schlieski

12-21-81

CTK -

I concur with Region & Project Mgr. to grant a time extension of 4 CWD due to added work and extra work.

9241

12-14-81

RECEIVED
DEC 11 1981
CONSTRUCTION

— ASHE
— CAE
1 Versteeg ✓
— QCE
— Anderson
2 Christensen A.
— Olson
— Sullivan
— Terpin
— Trout
— Wekerlig

— OM
— CA
— LS
— TC
— EE
— CP

RECEIVED
DEC 07 1981
ROAD DESIGN SECTION

Do Not File ☐
Return To
Action

STATEMENT OF OVERRUNS AND UNDERRUNS

Project: Elgin - Minam River Road Sec.
Highway: Wallowa Lake
County: Union
Contractor: J. C. Compton Co.

Contract No. 9241
Prefix: 31-1007
No. F-7(8)
Resident: Schlieski

SUMMARY

Item No.	Item	Unit	Original	Semi-final	+/-%
	Bid Items	$	2,370,159.75	2,521,413.94	+ 6
	Anticipated Items	$	199,750.00	123,750.00	- 38
	Contingencies	$	115,645.94	194,771.40	+ 68
	Engineering	$	205,592.78	226,000.00	+ 9
	Liquidated Damages	$	-	- 1,800.00	
	Credits	$	-	- 40,956.55	
	AC Penalty	$	-	- 1,794	
	TOTAL	$	2,891,148.47	3,021,384.79	+ 4.5%

ll substantial changes were evaluated and only those listed below meaningfully affected the total project cost.

INDIVIDUAL OVERRUNS AND UNDERRUNS

Item No.	Item	Unit	Original	Semi-final	+/-%
B.I. 4	Temporary Signing No signing allowed for quarry work in original estimate by Salem.	Sq. Ft.	400	762	+ 91
B.I. 6	Flagmen No flagging allowed for quarry work in original estimate by Salem. Contractor had many work areas scattered throughout the project.	Hour	1500	6880	+ 359
B.I. 10	Borrow Excavation No borrow necessary. Material acquired by flattening cut-slopes.	Cu. Yd.	9650	0	- 100
B.I. 11	General Excavation Additional excavation replaced proposed borrow material - flattening cut-slopes etc.	Cu. Yd.	65,030	79,098	+ 22
B.I. 12	Stone Embankment Additional material required on unstable slopes throughout the project.	Cu. Yd.	950	1579	+ 66
B.I. 13	Trench Excavation Ditch excavation included in original estimate was low.	Cu. Yd.	680	1373	+ 102
B.I. 24	Emulsified Asphalt Conc. Leveling course included with base course in laydown.	Ton	40,800	50,615	+ 24
B.I. 25	Emulsified Asphalt Conc./level Leveling course included with base course laydown.	Ton	5100	0	- 100

12-14-81
Concur with DOC [illegible] us
Didn't sign for [illegible]
it was not [illegible]
Draf

Bid - Hold until
Narrative Recd
Then respond A.

REFERRED TO
1 Ward [illegible]
2
3 Watson
BY TRIAL DESIGN ENGINEER

111.02 General Requirements - The contractor shall install one "ROAD CONSTRUCTION NEXT 9 MILES" (G20-1-36) sign, with amber flasher, for each direction of traffic incoming to the project. Each G20-1-36 sign shall be installed approximately 1,200 feet in advance of each end of the project. The contractor shall also install one "END CONSTRUCTION, THANK YOU FOR YOUR PATIENCE" (OG20-3-48) sign for each direction of traffic outgoing from the project, approximately 500 feet beyond the end of the project.

Temporary protection and direction of traffic for individual work areas shall be done in conformance with the appropriate method as detailed on Drawing No. 2201.

In addition, the contractor shall provide two 42"x48" Type "O" signs, each with 4 lines of 7"-C legend reading "TRUCKS ENTERING HIGHWAY 1000 FEET", and two 42"x48" Type "O" signs, each with 4 lines of 7"-C legend reading "TRUCKS LEAVING HIGHWAY 1000 FEET". The signs shall be installed at the borrow and material sources as directed by the engineer. Each of these signs shall have an amber flasher.

111.03 Minimum Requirements for Labor and Equipment - ~~Delete the first twelve words of the second sentence in this~~ subsection of the Standard Specifications and substitute the following:

"Each flagman on duty, except uniformed law enforcement officers, shall wear an orange or yellow colored hard hat and an orange colored or fluorescent red-orange or fluorescent yellow-orange colored vest....."

When work on the project requires closure of a travel lane resulting in one-way traffic, the contractor shall have flagmen equipped with two-way radios. No separate or additional payment will be made for furnishing and maintaining the radios as payment therefor will be considered incidental to and included in payment made for the item "Temporary Protection and Direction of Traffic".

111.11(a) Signs - Signs delivered to the project shall be either new or in like new condition. The use of double-face signs will not be permitted.

Contrary to subsection 761.12(a) of the Standard Specifications all temporary plywood signs shall be constructed from either 3/4-inch high-density overlay plywood or 3/4-inch medium-density overlay plywood as the contractor may elect.

111.11(1) Amber flashers - Power service for amber flashers that are to remain at one location throughout the life of the project shall be 110-120 volt. The 110-120 volt flasher mechanism shall conform to the applicable requirements of subsection 661.45(a-8) and 661.46(h-15) of the Standard Specifications.

Power service for amber flashers that move with the work area may have a minimum 12 volt rechargeable power service. The 12 volt flasher mechanism shall be a heavy duty solid state automotive type flasher.

111.31 Installation and Miscellaneous Details - At the end of paving where a definite change of roadway elevation occurs, the contractor shall place one "BUMP" (W8-1-30) sign 400 feet before the dropoff occurs. In sections where there is a vertical drop between directions of travel, the contractor shall place one "ABRUPT EDGE" (OW21-7-36) sign with appropriate rider facing each direction of traffic at the beginning of such area and additional OW21-7-36 signs, with rider, spaced at 1/2-mile (maximum) intervals throughout the affected area. Also "DO NOT PASS" (R4-1-48) signs shall be installed facing each direction of traffic at mid-intervals of the OW21-7-36 signs.

Delete the 8th paragraph of subsection 111.31 of the Standard Specifications and substitute the following:

Normally signs shall be mounted at the height shown on the plans, however, the contractor will be permitted to mount signs a minimum of one foot above pavement level provided the signs are equipped with high level flags and also provided the signs are not used for more than 48 hours in any one location.

111.91 Payment - Payment for signs for work areas will be limited to those signs required for two separate work areas consisting of shoulder/one lane closure as detailed on Drawing No. 2201. Any additional sets of such signs will be at the expense of the contractor.

9241 Report #35 FINAL L.

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Elgin - Minam River Road

WEEK ENDING: November 21, 1981

SECTION PREFIX: 31-1007

HIGHWAY: Wallowa Lake

COUNTY: Union

NAME OF JOB:

KIND OF WORK: Grading, Paving and Signing

CONTRACTOR: J. C. Compton Co.

CONTRACT NUMBER: 9241

FEDERAL AID PROJECT NUMBER: F-7(8)

DATE OF CONTRACT: December 23, 1980

DATE WORK STARTED: March 1, 1981

ESTIMATED COMPLETION DATE:

AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 2 SUPERVISION: 1

SPECIFIED WORK DAYS:

SPECIFIED CALENDAR DAYS: 250CWD

WORK DAYS USED:

CALENDAR DAYS USED: 254

SPECIFIED COMPLETION DATE:

PERCENT OF TIME ELAPSED: 102

PROJECT AUTHORIZATION: $2,891,148.47

EXCLUSIVE OF ENGINEERING: $2,685,555.47

ENGINEERING AUTHORIZATION: $205,592.78

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 99

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $3,079,667.00

ENGINEERING COST TO DATE: $212,847.00

This Week $870

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 97

ESTIMATED PERCENT: OVERRUN UNDERRUN 6.5 %

PERCENT OF AUTHORIZATION: 104 %

DATE PROJECT WAS COMPLETED: November 18, 1981

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
100	100	100	100	100			

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)	65,030	48,200			45,900
TOTAL QUANTITIES CORRECTED TO DATE	79,000	54,015			50,615
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	79,000	54,015			50,615
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

truck, hand tools

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Cldy, rain	1		
MONDAY	Cldy, rain	1		
TUESDAY	Cldy, shwrs	1		
WEDNESDAY	Fair	1		Project completion date
THURSDAY				
FRIDAY				
SATURDAY				

ASHE K
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SCS
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RECEIVED
NOV 23 1981
CONSTRUCTION
BRANCH

CU
CA
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TC
FE
CP

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	No activity
MONDAY	No adtivity
TUESDAY	No activity
WEDNESDAY	Replaced 10 rejected signs Completed signing Removed temporary signs
THURSDAY	General clean up
FRIDAY	No activity
SATURDAY	no activity

REMARKS

STATUS: Project substantially complete. All that remains is to clean up crusher site.

Submit semi-final to "egion on or before 11-30-81

SIGNED Joseph A. Schlieski LOCATION La Grande

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP-F216

92/11

STATE COPY 2.

TO BE COMPLETED BY FHWA

MONTHLY TRANSACTION NUMBER 11-67

PROJECT REPORT NUMBER

MODIFICATION NUMBER 1

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

11-9-81

State Oregon

County Union

Project Number F-7(8)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on January 26, 19 81, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 2,882,424.00	$ 2,940,150.00
Federal funds	$ 2,540,856.00	$ 2,591,742.00
Other revisions		

This modification is made for the following reasons: To include increase in Construction costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 9th day of November, 19 81.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Operation Programming Engineer
(Title)

~~By~~ XXX For: H.S. Coulter

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

Gen. File

Oregon State Highway Division
Salem, Oregon October 29, 1981

Federal Aid Project
No. F-7(8)

Elgin-Minam River Road Section
Wallowa Lake Highway
Union County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code 6204
Roadway (M.P. 20.67 to M.P. 29.70)

Subtotal of previous estimate of December 30, 1980			$2,562,154.75
Previous Estimate			
Flagman	1,500 Hr.	32.80	$ 49,200.00
Revised Estimate			
Flagman	3,260 Hr.	32.80	$ 106,928.00
		Increase	$ 57,728.00
		SUBTOTAL	2,619,882.75
			320,267.25
		TOTAL	$2,940,150.00

Length of Roadway ------------ 9.03 miles
Cost of Roadway Per Mile -----$325,598.00

Federal Funds -----------------	$2,591,742.00
State Funds -------------------	348,408.00
TOTAL	$2,940,150.00

Group 1	100%
Contract No.	9241
Prefix No.	31-1939
Prefix No.	31-1007

9241

STATE COPY

OMB No. 04-R2089

TO BE COMPLETED BY FHWA
MONTHLY TRANSACTION NO:
2-6

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FEDERAL-AID PROJECT AGREEMENT

1-26-81

State: Oregon
County: Union
Project No.: F-7(8)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI
Elgin - Minam River Road

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	11-25-80	9.03
OTHER *(Specify)*		

FUNDS PRO RATA 88.15%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 2,882,424.00	$ 2,540,856.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)
By
Asst. State Highway Engineer
(Title)
XX For: H.S. Coulter
State Highway Engineer
(Title)
By
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
By
(Division Administrator)
~~For: G.L.~~ [illegible]
JAN 2 [illegible]
Date executed by Division Administrator

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

file

Oregon State Highway Division
Salem, Oregon, December 30,1980

Federal Aid Project
No. F-7(8)

Elgin-Minam River Road Section
Wallowa Lake Highway
Union County

Project Agreement Estimate.

Type Code 6204
Roadway (M.P. 20.67 to M.P. 29.70)

By-Products in Stockpile	6,000	Cu.Yd.	$ 0.01	$ 60.00
Mobilization	All	Required		108,350.00
Temporry Protection and Direction of Traffic	All	Required		10,000.00
Temporary Signs	400	Sq.Ft.	4.50	1,800.00
Temporary Barricades	4	Each	55.00	220.00
Flagmen	1,500	Hour	32.80	49,200.00
Pilot Car	450	Hour	1.00	450.00
Clearing and Grubbing	All	Required		29,000.00
Removal of Structures and Obstructions	All	Required		1,000.00
Borrow Excavation	9,650	Cu.Yd.	3.05	29,432.50
General Excavation	65,030	Cu.Yd.	2.90	188,587.00
Stone Embankment	950	Cu.Yd.	15.50	14,725.00
Trench Excavation	680	Cu.Yd.	10.00	6,800.00
Finishing Roadbed and Slopes	All	Required		3,000.00
Watering	930	M-Gal.	6.00	5,580.00
Aggregate Shouldes	48,200	Ton	6.45	310,890.00
Cement Treated Base	89,200	Sq.Yd.	1.85	165,020.00
Cement For Treated Base	3,130	Ton	75.00	234.750.00
Asphalt In Chip Seal	100	Ton	193.00	19,300.00
Aggregate In Chip Seal	880	Ton	14.00	12,320.00
ALTERNATE "B"				
Emulsified Asphalt Concrete Mixture	40,800	Ton	9.00	367,200.00
Emulsified Asphalt Concrete Mixture In Leveling	5,100	Ton	9.00	45,900.00
Emulsified Asphalt In Mixture	2,895	Ton	178.45	532,673.25
Aggregate In Sand Choke Seal	2,000	Ton	5.00	10,000.00
1/4"-#10 Aggregate In Chip Seal	2,000	Ton	14.00	28,000.00
Emulsified Asphalt In Chip Seal	230	Ton	184.50	42,435.00
Asphalt In Tack Coat	65	Ton	200.00	13,000.00
Concrete In Box Culvert Extensions	25	Cu.Yd.	800.00	20,000.00
Reinforcement In Box Culvert Extensions	2,700	Lb.	1.00	2,700.00
18-inch Culvert Pipe	1,330	Lin.Ft.	17.00	22,610.00
24-inch Culvert Pipe	50	Lin.Ft.	22.00	1,100.00
36-inch Culvert Pipe	154	Lin.Ft.	28.00	4,312.00
48-inch Culvert Pipe	42	Lin.Ft.	45.00	1,890.00

Extra For Pipe Under Pavement	70 Lin.Ft.	16.00	1,120.00
6-inch Drain Pipe	100 Lin.Ft.	6.75	675.00
Gravel In Drains	10 Cu.Yd.	25.00	250.00
Guard Rail, Type 2A	1,300 Lin.Ft.	13.00	16,900.00
Guard Rail Anchors, Type 1	2 Each	400.00	800.00
Rail End Pieces, Type C	2 Each	100.00	200.00
Type 1 Fence	4,325 Lin.Ft.	2.00	8,650.00
Type 2 Fence	5,700 Lin.Ft.	2.50	14,250.00
Extra For Asphalt Approaches	42 Each	225.00	9,450.00
Extra For Asphalt Paved Mailbox Turnouts	17 Each	225.00	3,826.00
Delineators	300 Each	21.50	6,450.00
Roadside Seeding And Mulching With Mulch Binder	22 Acre	840.00	18,480.00
Removal Of Existing Sign Installations	All Required		1,000.00
Wood Sign Posts	All Required		2,000.00
Type "C" and "D" Signs In Place	300 Sq.Ft.	9.00	2,700.00
	Alternate "B"		$2,369,054.75

Anticipated Items

Permanent Pavement Striping	All Required	$ 4,200.00
Temporary Pavement Striping	All Required	1,500.00
Temporary Erosion Control	All Required	5,000.00
Asphalt Cement Adjustment	All Required	180,000.00
On the Job Trainees (3 at $800)	All Required	2,400.00
		$ 193,100.00
	Subtotal (Alt. "B")	$2,562,154.75
	Engineering	320,269.25
	Total	$2,882,424.00

Length of Roadway	9.03 Miles
Cost of Roadway Per Mile.	$319,205.31

Work Retained in Program Status
(Not included in amounts below)

Work by General Telephone	All Required	$ 3,000.00
Relocate Permanent Traffic Recorders	All Required	2,000.00
Replace Mileposts	All Required	250.00

Federal Funds (88.15%)	$2,540,856.00
State Funds	341,568.00
Total	$2,882,424.00

Oregon State Highway Division
Salem, Oregon, December 30,1980

Federal Aid Project
No. F-7(8)

Group 1	100%
Contract No.	9241
Prefix No.	31-1939
Prefix No.	31-1007

Elgin-Minam River Rd. Section
(Nonparticipating - State Work)

Setting Mailbox Posts	17 Each	$ 65.00	$ 1,105.00
Furnish Mailbox Posts	8 Each	50.00	400.00
State Responsibility for Damages	All Required		1,000.00

9241 10 - 29 - 81 L

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. F-7(8)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Union

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 80276

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 9/10/81

8. FEDERAL ROUTE NUMBER Primary 7

9. STATE ROUTE NUMBER Primary 10

10. GENERAL LOCATION:
Elgin - Minam River Road

11. GENERAL DESCRIPTION OF WORK
Modify approaches at Weatherspoon residence and correct drainage on 48" culvert

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
☒ CONSTRUCTION PROCEED ON ~~AN AGREED PRICE AND/OR~~ FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

I approve the advance authorization date of 9/10/81 as requested in Mr. Keasey's letter of 9/29/81 as being in the public interest for the use of State Forces to proceed with the above work. State Force Order No. 3 is approved for a TEC of $6,000 Federal Funds $5,289.

RECEIVED
STATE HWY ENGR
NOV 4 '81
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

Eng
11-5

14. DATE 10/29/81

15. SIGNATURE OF APPROVING OFFICIAL

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

9241

CON 5
9241

DATE: October 8, 1981

TO: Oregon Transportation Commission

FROM:
H. S. Coulter
State Highway Engineer

SUBJECT: Request for Increase in Project Authorization
Elgin-Minam River Road
Wallowa Lake Highway
Contract No. 9241

This federal-aid grading, paving and signing project is nearing completion and the need for an increase in the project authorization has become apparent. It is anticipated that the project cost will exceed that presently authorized by $188,517 or 6.5 percent.

The quantities for the bid items varied considerably from those originally estimated. A major cause of the increased project cost was an increase of over $36,000 in general excavation. Flagging costs will exceed the bid item amount by approximately $148,000, partially due to a low original estimate and partially due to the contractor's method of operation.

The project engineering is expected to overrun by approximately $20,000 primarily due to the need to borrow personnel from other engineering crews and pay per diem costs.

All of the increased project cost is eligible for federal participation.

It is recommended that the authorization for this project be increased by $188,517.53 to a new total of $3,079,666. This matter will be on the consent calendar for the October 22 meeting.

OBJ:mk 1b

bc F. B. Klaboe
R. W. Gormsen
C. T. Keasey
V. E. Skoog
W. E. Schwartz
George Bell

9241

L.

STATE OF OREGON
Highway Construction 378-6318

INTEROFFICE MEMO
FILE: CON 5

TO: H. S. Coulter
State Highway Engineer

DATE: October 7, 1981

FROM: O. B. Jackmond
O. B. Jackmond
Contract Administration Engineer

SUBJECT: Request for Increase in Project Authorization
Elgin-Minam River Road
Wallowa Lake Highway
Contract No. 9241

NOTED
H.S. COULTER

This federal-aid grading, paving and signing project is nearing completion and the need for an increase in the project authorization has become apparent. It is anticipated that the project cost will exceed that presently authorized by $188,517, or 6.5 percent.

The quantities for the bid items varied considerably from those originally estimated. A major cause of the increased project cost was an increase of over $36,000 in general excavation. Flagging costs will exceed the bid item amount by approximately $148,000, partially due to a low original estimate and partially due to the contractor's method of operation.

The project engineering is expected to overrun by approximately $20,000 primarily due to the need to borrow personnel from other engineering crews and pay per diem costs.

All of the increased project cost is eligible for federal participation.

Attached is a rough draft letter to the Transportation Commission as is a copy of the Expected Overrun of Project Authorization form.

OBJ:mk

Attach.

cc: W. E. Schwartz
Joe Schlieski
Robert Church
D. E. Swan

OK/R

9241 L.

U. S. DEPARTMENT OF TRANSPOR ION
FEDERAL HIGHWAY ADMINIST TION

9 - 2 - 81

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. F-7(8)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Union

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 80276

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 7/15/81

8. FEDERAL ROUTE NUMBER Primary 7

9. STATE ROUTE NUMBER Primary 10

10. GENERAL LOCATION:

Elgin - Minam River Road Section

11. GENERAL DESCRIPTION OF WORK

Relocate permanent traffic recorder

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☒ XX CONSTRUCTION PROCEED ON ~~AN AGREED PRICE AND/OR~~ FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

I approve the advance authorization date of July 15, 1981 as requested in Mr. Keasey's letter of 8/18/81 as being in the public interest for the use of State Forces to proceed with the above work. State Force Order No. 2 is approved for a TEC of $2,000 Federal Funds $1,763.

RECEIVED
STATE HWY ENGR
SEP 4'81
REFER TO Moehring
File

aug 10
9/4/81

14. DATE 9/2/81

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hossner

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

9241

STATE OF OREGON

INTEROFFICE MEMO

TO: Memo to the Elgin-Minam File

DATE: August 12, 1981

☐ RE ☐ RCE ☐ RME ☐ ROE

☐ RFA AUG 12 1981 ☐

RECEIVED
REGION 5 OFFICE

SUBJECT: Elgin-Minam project

This date I instructed Joe Schlieski to attempt to negotiate a new price for flagging. When that doesn't work he will then use force account for remainder of flagging work needed.

Flagging in contract	1500 hours
Used to date	5000 ±hours
To complete contract	3000 ±hours

R. D. Hector
Region Construction Engineer

RDH/dp
cc: D. O. Christensen
J. A. Schlieski

Verstoeg
Anderson
1 Christensen AEM
Olson
2 Sullivan JWB
Terpin
Trout
Wakerlig

Art ✓
Paul ✓
ob

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AUG 17 1981
ROAD DESIGN SECTION

Do Not File
Return To
Bring Up ___/___
Action

9241

STATE COPY

L

cy: State (H S Coulter)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

5-12-81

INITIAL REPORT

REGION NO. 10	REPORT NO. 1	COUNTY Union	DIVISION Oregon
DATE OF INSPECTION 5-12-81	INSPECTION MADE BY David B. Carter, Area Engineer		PROJECT NO. F-7(8)

IN COMPANY WITH

J. Schlieski, Resident Engineer, OSHD

LOCATION

The project begins near the east limits of the community of Elgin and extends easterly approximately 9.03 miles (M.P. 29.70).

CONTRACTOR NAME AND ADDRESS

J. C. Compton Company, P.O. Box 86, McMinnville, Oregon 97128

AWARD DATE 12-23-80	CONTRACT AMOUNT $2,370,159.75	TIME ALLOWED 250 calendar work days	TIME STARTED 3-1-81	WORK STARTED 3-25-81
QUALITY OF WORK Satisfactory	PROGRESS OF WORK Satisfactory	TIME ELAPSED 30	WORK COMPLETED 10	

RECEIVED
STATE HWY ENGR
MAY 27'81
REFER TO
FOR
Info
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R/D
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Sign
Act
File

REMARKS

ELGIN-MINAM RIVER ROAD SECTION
WALLOWA LAKE HIGHWAY
Grading, Paving, and Signing

This project provides for the widening, surfacing, and signing of this 9.03 mile section of the Wallowa Lake Highway.

The contractor began work on March 25, 1981, and has completed approximately one fourth of the grading work and has pioneered the quarry area. Work on the project has essentially stopped at the present time due to the weather. The contractor has indicated he will commence work again some time next month. Minor drainage work is the only work now in progress.

A mandatory materials source was specified for this project. The source is located just east of the east end of the project adjacent to the existing highway. This source has been used in the past. The source was designated as a mandatory source as it is hoped the quarry area, upon removal of the surfacing materials, could eventually be included as part of a climbing lane. The ultimate plan being to establish a climbing lane on the long grade which extends from the Minam River westerly to the Minam Summit.

The existing rock outcrop at the quarry site indicates hard, durable rock suitable for highway surfacing materials. This fact was used to

(continued)

develop the construction plans. The construction plans (Sheet 2B) indicates the quarry boundaries, the location of the existing quarry area, and the general proposed work area including the general proposed quarry development layout. After the contractor had begun pioneer work, it was discovered that the existing pit is actually located slightly westerly from the location shown on the plans. This minor error should not affect the contractor's operation in the quarry. As part of the quarry preparation work the Highway Division requested the contractor to drill several exploratory holes in the quarry area to assure all parties that adequate rock is available for the work. The work has been done. The State has also done additional cross section work to document availability of material in the quarry area. The recent additional exploratory work reaffirms that good quality rock is available in a sufficient quantity to complete the project work. The work area has been modified slightly from that shown in the plans (but is still within the original quarry area); however, it is felt this will in no way affect the contractor's method of operation.

All pioneering work in the quarry is essentially complete. Materials production can commence as soon as the contractor moves the necessary equipment to the project.

9241

L.

VICTOR ATIYEH
GOVERNOR

Department of Transportation
STATE HIGHWAY DIVISION

In Reply Refer to
File No.:

REGION 5 OFFICE

P. O. Box 850 La Grande, Oregon 97850 Telephone 963-3177

May 1, 1981

RECEIVED
STATE HWY ENGR
MAY 4'81
REFER TO
FOR
Info Inves R/D D/R Sign Act File

J. C. Compton Company
P. O. Box 768
McMinnville, Oregon 97128

ATTN: John Compton

Dear John:

I am concerned by recent correspondence between your people and our Resident Engineer, Joe Schlieski. I refer specifically to a letter dated April 27, 1981 signed by Alan Hay, and two letters dated April 27, 1981 and April 30, 1981 signed by Mike Flanigan. These letters all pertain to our mandatory material source for the Elgin-Minam River Road project, contract #9241.

I do not understand why your people feel that they have any grounds for talking "claim" or force account. From my own personal observation and from my discussions with the resident engineer, I am satisfied that you have not been asked to do anything contrary to the development plan for this source, the special provisions of the contract, or the general specifications.

We have cross-sectioned this source, drilled it, and am confident that adequate material for the project is available in the areas that the development plan requires you to work in. If there are problems with overburden, ground water, or areas of poor rock, it is your responsibility to deal with them in such a manner that a specification product is obtained. If you wish to use another source, you request it and we will talk about it.

If we are wrong about the quantity of material available to you in this source, we will be glad to work with you in opening up other areas. As long as we stay with the development plan and if an adequate quantity of material is available, there appears to be no basis for a claim.

Sincerely,

W. E. Schwartz
Region 5 Engineer

WES/vt
cc: H. S. Coulter
C. T. Keasey
Joe Schlieski

9241

1.

STATE OF OREGON
HIGHWAY DIVISION - ODOT

INTEROFFICE MEMO

DATE: December 15, 1980

TO: FILE

H. S. Coulter

FROM: H. S. Coulter
State Highway Engineer

SUBJECT: Footpaths and Bicycle Trails
December 18, 1980 Bid Letting

This is an informational report to document the Highway Division's action taken with regard to establishing footpaths and bicycle trails as set forth in ORS 366.514. Bids will be opened December 18, 1980 on the following projects:

1. Santiam Highway @ Clay Street (Albany)
   Santiam Highway, Linn County
   Traffic Signals

   Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

2. Pine Creek (Main Street) Bridge
   Main Street, Weston, Umatilla County
   Structure Repair
   Repair of existing structure

   Same as No. 1.

3. Scholls Highway @ S.W. Nimbus Avenue
   Scholls Highway, Washington County
   Traffic Signals

   Same as No. 1.

4. Cascade Highway South @ Warner/Milne Road
   Cascade Highway South, Clackamas County
   Grading and Paving
   Six-foot sidewalks with curb cuts and ramps provided for pedestrian and bicycle traffic

5. Pacific Highway-Main Avenue (Canyonville)
   East 1st Street, Douglas County
   Paving
   Five-foot sidewalks with curb cuts and ramps provided for pedestrian and bicycle traffic

Contains Recycled

6. Fossil Creek-Bone Creek
   John Day Highway, Grant County
   Grading and Paving
   Minor realignment and overlay
   Twelve-foot travel lanes with four-foot shoulders

   Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(c), which states, "footpaths and trails are not required to be established . . . where sparsity of population, other available ways or other factors indicate an absence of any need for such paths and trails."

7. Diversion Canal (Joe Wright, Reeder and Spring Lake Roads) Bridges
   County Roads, Klamath County
   Structures
   Thirty-two-foot roadway available on structures and approaches

   Same as No. 6.

8. Poodle Creek Road
   Florence-Eugene Highway, Lane County
   Grading, Paving and Structure
   Structure widening and left-turn lane construction
   Four-foot shoulders provided for pedestrian and bicycle traffic

   Same as No. 6.

9. Little Luckiamute River (Smith Road) Bridge
   Smith Road, Polk County
   Structure
   Bridge replacement project. Twenty-eight-foot roadway on structure and aggregate approaches

   Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(b), which states, "footpaths and trails are not required to be established . . . if the cost of establishing such paths and trails would be excessively disproportionate to the need or probable use."

10. Rowell Street-LaCreole Drive (Dallas)
    Hankel Street, Polk County
    Grading and Paving
    Twelve-foot travel lanes with eight-foot parking lanes. Five-foot sidewalks on each side provided for pedestrian and bicycle traffic

11. Wallace Bridge - Upper Salt Creek Road
    Willamina-Salem Highway, Polk County
    Grading and Paving and Structure
    Overlay and widening. Five-foot shoulders to be striped and signed as "Narrow Bike Lane."

12. Elgin-Minam River Road
    Wallowa Lake Highway, Union County
    Grading and Paving
    Overlay and Widening
    Five-foot sidewalks in urban area provided for pedestrian and bicycle traffic. Four-foot shoulders provided on remainder of project.

13. Mosier/The Dalles Highway-W. 8th Street (The Dalles)
    Snipes Street W., Wasco County
    Grading and Paving
    Five-foot sidewalks provided for pedestrian and bicycle traffic

RPS:ge

cc: E. S. Hunter
D. G. Talbot
L. E. George
F. E. Terpin
George Bell
Don Harwell

9241

U.

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

11-25-80

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. -7(8)

STATE PROJECT NO. See below

COUNTY NAME Union

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

PROGRAM NO.

ITEM NO. 80276

FROM:
G.L. Green, Division Administrator
FHWA - Oregon Division

TO:
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
DEC 5 - '80
REFER TO Maehring
FOR
Info | File

12-5
orig

DATE PS&E APPROVED 11/25/80	DATE AUTHORIZATION EFFECTIVE 11/25/80	FEDERAL ROUTE NUMBER Primary 7 STATE ROUTE NUMBER Primary 10

GENERAL LOCATION:
Elgin - Minam River Road Section

GENERAL DESCRIPTION OF WORK:
Grading, paving and signing

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☒ PREPARATION Perm. & Temp. Pavement Striping S.F. $5,700
☐ OTHER *(Specify)* Temporary Erosion Control $5,000
On the job Trainees $2,400
Alphalt Cement ADjustment $180,000

☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☒ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

After concurrence in award you are authorized to proceed with those items listed above as shown in your Estimate.

Mr. Swan's 11/21/80 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $3,705,400 Federal Funds $3,266,310.

A signed copy of the Title Sheet is returned herewith.

DATE 11/25/80	SIGNATURE OF APPROVING OFFICIAL G.K. [illegible]	TITLE for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U. S. GOVERNMENT PRINTING OFFICE: 1975-631-855

9241

10

ENVIRONMENTAL REVIEW CHECKLIST

~~Nov 6~~ Dec 18
~~Oct 23~~
~~June 26,~~ 1980 Bid Letting ____________ All Clear Deadline

ALL CLEAR 9/22/80
Donald L Rout

SECTION Elgin-Minam River Road
Highway Wallowa Lake
County Union Region 5
Type of Work O'lay-Widen-Str. Funds FA
State ___ Consultant ___ Plans Avail. ___ Yes ___ No

Paul
John

~~DSL~~ ~~2~~
~~DGMI~~
~~Noise~~

~~Construction~~
~~Noise-statewide~~
~~control~~

DOCUMENTS:	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR
EIS	☒	☐	☐	☐	☐
Negative Declaration	☒	☐	☐	☐	☐
Project Assessment	☐	☒	☐	☐	☒
Write-off Letter	☒	☐	☐	☐	☐

PERMITS:	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR
Division of State Lands	☐	☒	☐	☐	☐
D.O.G.M.I.	☐	☒	☐	☐	☐
Corps of Engineers	☐	☒	☐	☐	☒
Coast Guard	☒	☐	☐	☐	☐
Co. Conditional Use	☒	☐	☐	☐	☐
NPS Air Pollution	☒	☐	☐	☐	☐
NPS Water Pollution	☒	☐	☐	☐	☐

CULTURAL:	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR
Cultural Survey	☐	☒	☐	☐	☒
Cultural Salvage	☒	☐	☐	☐	☐

NOISE:	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR
Noise Study	☐	☒	☐	☐	☒

Noise Study Report
w/ Elgin Sec

9241

INTEROFFICE MEMO 10

STATE OF OREGON
Highway Division
DEPT.

963-7545
TELEPHONE

TO: Duane O. Christensen
Final Design Engineer

DATE: September 2, 1980

FROM: JAS JAS

SUBJECT: Elgin-Minam River Road Section
Wallowa Lake Highway
Union County

"Preliminary Plan Review"

The first climbing lane will extend from 20.75 to 22.50 - we've acquired the additional R/W required. Discussed with Doc & Versteeg. Plans changed to show climbing lane from AP 20.75 to 22.5 NEM 9/5/80

The fence quantities appear to be inadequate - - - are estimates are:

Type I should be 4,325 linear feet
Type II should be 5,702 linear feet
} Plan quantities revised to reflect these quantities NEM 9/5/80

I am uncertain as to the treatment of the cement treated shoulders. During location we anticipated excavating 4" of the existing material and supllementing the present material with aggregate shoulder material - are we still doing that?

cc: Region
file

REFERRED TO
Board
Cole
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Hager
Staudenmeyer
Mann NEM
Watson
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Dorn
Due
[✓ Return] [✓ Discuss] Do File Copy
BY FINAL DESIGN ENGINEER

Versteeg
Anderson
Christensen ✓ Doc
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Sullivan
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SEP 04 1980
ROAD DESIGN SECTION
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9241

TRA 7-5

10

STATE OF OREGON

Highway - Traffic

INTEROFFICE MEMO

TO: Don Stoudenmeyer
Design Engineer Supervisor

DATE: August 27, 1980

FROM: L. E. George
Traffic Engineer

SUBJECT: Permanent Signing
Elgin-Minam River Road Section
Wallowa Lake Highway
Union County

Attached are two prints of the approved sign study plans for the above named project.

Please include this signing in the contract.

L. E. George
Traffic Engineer

ELS:sh
Attachments

cc: Pat Schwartz w/att.
C. K. Ansell w/att.
F. T. Lacey w/att.

REFERRED TO
2 Beard NWB 1 Stoudenmeyer
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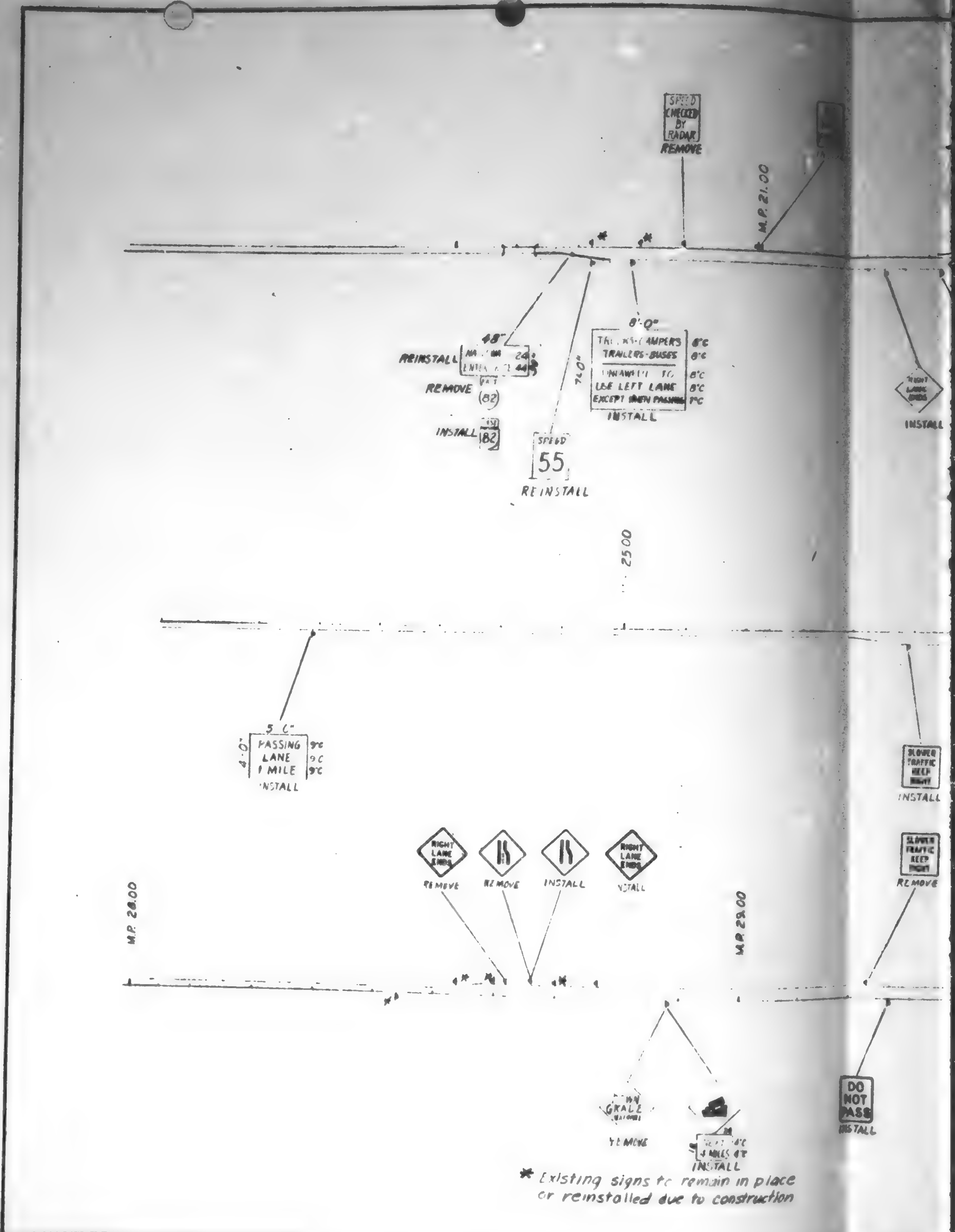
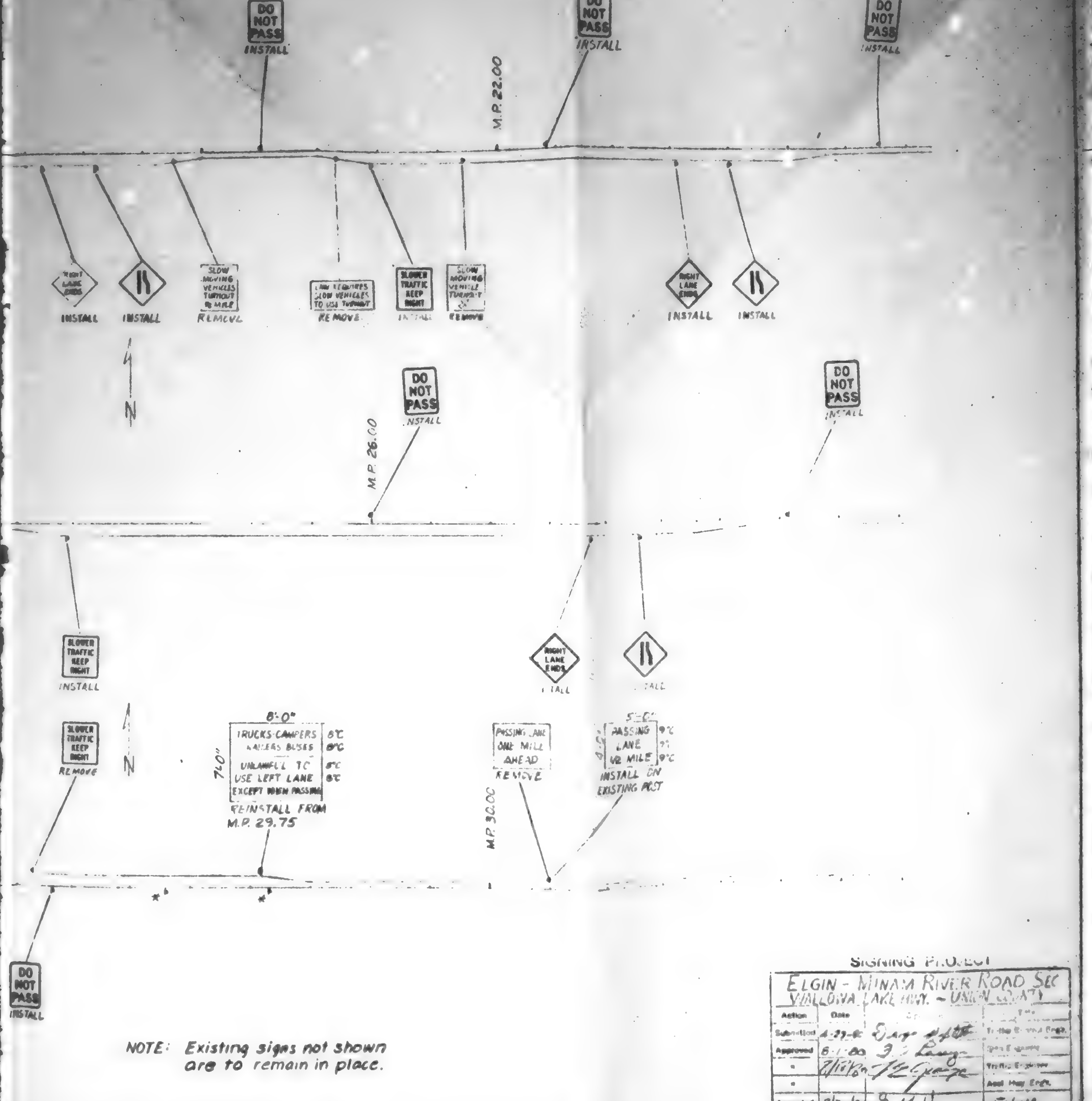
M-1387


SPEED CHECKED BY RADAR
REMOVE
M.P. 21.00
48"
REINSTALL
24"
44"
REMOVE
82
INSTALL
82
7'-0"
SPEED 55
REINSTALL
8'-0"
TRUCKS-CAMPERS 8"C
TRAILERS-BUSES 8"C
UNLAWFUL TO 8"C
USE LEFT LANE 8"C
EXCEPT WHEN PASSING 7"C
INSTALL
RIGHT LANE ENDS
INSTALL
25.00
5'-0"
4'-0"
PASSING 9"C
LANE 9"C
1 MILE 9"C
INSTALL
SLOWER TRAFFIC KEEP RIGHT
INSTALL
RIGHT LANE ENDS
REMOVE
REMOVE
INSTALL
RIGHT LANE ENDS
INSTALL
SLOWER TRAFFIC KEEP RIGHT
REMOVE
M.P. 28.00
M.P. 29.00
GRADE
REMOVE
4 MILES
INSTALL
DO NOT PASS
INSTALL

* Existing signs to remain in place or reinstalled due to construction


N
DO NOT PASS
INSTALL
DO NOT PASS
INSTALL
DO NOT PASS
INSTALL
M.P. 22.00
RIGHT LANE ENDS
INSTALL
INSTALL
SLOW MOVING VEHICLES TURNOUT ½ MILE
REMOVE
LAW REQUIRES SLOW VEHICLES TO USE TURNOUT
REMOVE
SLOWER TRAFFIC KEEP RIGHT
INSTALL
SLOW MOVING VEHICLE TURNOUT
REMOVE
RIGHT LANE ENDS
INSTALL
INSTALL
N
DO NOT PASS
INSTALL
M.P. 26.00
DO NOT PASS
INSTALL
SLOWER TRAFFIC KEEP RIGHT
INSTALL
RIGHT LANE ENDS
TALL
TALL
SLOWER TRAFFIC KEEP RIGHT
REMOVE
N
8'-0"
7'-0"
TRUCKS-CAMPERS 8"C
TRAILERS BUSES 8"C
UNLAWFUL TO 8"C
USE LEFT LANE 8"C
EXCEPT WHEN PASSING
REINSTALL FROM M.P. 29.75
M.P. 30.00
PASSING LANE ONE MILE AHEAD
REMOVE
5'-0"
4'-0"
PASSING 9"C
LANE 9"C
1/2 MILE 9"C
INSTALL ON EXISTING POST
DO NOT PASS
INSTALL

NOTE: Existing signs not shown are to remain in place.

SIGNING PROJECT

ELGIN - MINAM RIVER ROAD SEC
WALLOWA LAKE HWY. - UNION COUNTY

Action	Date		
Submitted	4-29-80		Traffic Engr.
Approved	5-1-80		Engineer
"	7/18/80	T. E. George	Traffic Engineer
"			Asst Hwy Engr.
Accepted	8/26/80	S. K.	FHWA

9241

10

STATE OF OREGON
ROAD DESIGN SECTION

INTEROFFICE MEMO

DES 16-1

TO: MEMO TO THE FILE

DATE: August 20, 1980

Duane O. Christensen

FROM: Duane O. Christensen
Final Design Engineer

SUBJECT: Elgin-Minam River Road Section
Wallowa Lake Highway
Union County

The subject 9.7-mile project is carried in the Six-Year Program as a Federally funded overlay-widen-structure project for $3,500,000. The ADT varies from 3,950 in Elgin to 1,600 at the east city limits to 1,200 at the east end of the project.

The basic cost to reconstruct the roadway through the City of Elgin to a 32-foot width and to widen and overlay the remainder of the project to 32 feet is approximately $3,200,000.

The project as presently prepared is estimated to cost $4,300,000 and contains the following additional work over and above a basic 32-foot widening and overlay:

1. Reconstruction of city street through Elgin to a 44-foot width with drainage, curbs and sidewalks (in addition to the 32-foot width).	$ 250,000
2. Addition of 3 sections of climbing lanes totaling 3.54 miles.	$ 580,000
3. Phillips Creek Bridge widening from 30 feet to 40 feet.	$ 40,000
4. Grande Ronde River Bridge widening from 24 feet to 36 feet.	$ 230,000

Limiting the reconstruction of the city street work through Elgin to 32 feet would leave the present shoulder/parking area untouched and would not involve any curb, sidewalk or drainage work. At existing curb locations there is approximately 3 inches of curb exposure. This condition would remain and the

1 Versteeg ✓
Anderson
Christ[illegible]
2 Cic[illegible] aod.
Sullivan

RECEIVED
ROAD DESIGN

81-125-1397

reconstructed grade would have to match it, thereby causing problems in the future in improving this condition.

If the street work through Elgin is confined to 32 feet, or not done at this time, then it is recommended that the existing 30-foot wide Phillips Creek Bridge not be widened.

The need to downscope the project to approximately $3,500,000 was discussed with W. E. Schwartz, who after review of the proposed project, recommended that the project be shortened. Mr. Schwartz recommended that the Phillips Creek Bridge and street reconstruction work through Elgin not be done at this time. He recommended that the project limits start at the west end of the Grande Ronde River Bridge and that the bridge be widened to 36 feet as proposed and that the climbing lanes be added and highway widened to 32 feet as proposed. The approximate cost of this proposal is $3,565,000.

The project scope, limits and Mr. Schwartz's recommendation were discussed with Mr. Hunter and Mr. Versteeg. The resulting decision was to start the project east of the Grande Ronde River Bridge and go to the Minam River Road. The project would consist of widening and overlaying to a 32-foot section with climbing lanes as originally proposed. The approximate cost of this proposal is $3,335,000.

The section through the City of Elgin should be set up as a separate project for $965,000 to be constructed at a later date when funds become available.

DOC:ja

cc E. S. Hunter
D. H. Moehring
W. E. Schwartz
F. E. Terpin
N. E. Mann
W. J. Hart
Jack Sullivan

9241 10

STATE OF OREGON **INTEROFFICE MEMO**

HIGHWAY DIVISION - ODOT 378-6569
DEPT. TELEPHONE

LOC 8
LOC 11 #10

DATE: 7-2-80 ~~June 6, 1980~~

TO: FILE

FROM: R L Lenz
Richard L. Lenz
Hydraulics Engineer

SUBJECT: ~~Elgin-Minam Road Section~~
~~Wallowa Lake Highway~~
Union County

- ADDENDUM -

Two additional minor structures are to be included in this project for extensions.

Location	Existing	Recommendation	50-Year 'Q'
Sta. 1686	48" CMP	Extend	44 cfs
Sta. 1775	48" CMP	Extend	70 cfs

Past performance of these culverts indicates no problems.

7-2-80
Reviewed project w/sniger - No need to go to DSL on these culverts. D.L.T.

RLL:ge

cc: Frank Terpin
D. Christensen
W. E. Schwartz

REFERRED TO
Board [illegible]
Cole ✓ [illegible] AEM
Erikson Watson
Hager Dorn Lau
[✓ Return] Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

Paul ob.

1 Versteeg ✓
Anderson
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3 Olson
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RECEIVED
JUN 9 1980
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring Up / /
Action

STATE OF OREGON
HIGHWAY DIVISION - ODOT

INTEROFFICE MEMO
LOC 8
LOC 11 #10

TO: FILE

DATE: June 3, 1980

FROM: Richard L. Lenz
Hydraulics Engineer

SUBJECT: Elgin-Minam River Road Section
Wallowa Lake Highway
Union County

There are four minor drainage structures to be replaced or extended on this project. The recommendations of the locating engineer were discussed with the District Engineer and his Section Foreman. The structures were also sized according to our usual design procedures. Following are the recommended drainage designs which are also in full agreement with the field's point of view.

Location	Existing	Recommendation	50-year 'Q'
Sta. 1445	6'X3' RCBC	Replace with 36-inch culvert	27 cfs
Sta. 1508	5'X5' RCBC	Replace with 42-inch culvert	42 cfs
Sta. 1534	6'X4' RCBC	Extend	125 cfs
Sta. 1645	5'X7' RCBC	Extend	215 cfs

REFERRED TO
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Stoudenmeyer ✓
Cole
Nims
Eriksen
Watson
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Lau
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BY FINAL DESIGN ENGINEER

At Station 1445, the replacement culvert will be laid on a different alignment to better conform with channel conditions so the existing box culvert may be abandoned completely.

At Station 1508, the suggested replacement may be threaded through the existing box culvert or ---.

At Station 1645, the existing box culvert also serves as a stockpass for most of the year; however, it is necessary to carry the drainage during the runoff period.

RLL:ge

cc: Frank Terpin
D. O. Christensen
W. E. Schwartz

1 Versteeg ✓
Anderson
2 Christensen
3 Olson
4 Sullivan
Terpin
5 Trout
Wakerlig

Paul o.b.

RECEIVED
JUN 4 1980
ROAD DESIGN SECTION

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Action

Contains Recycled Materials

9241 L.

Form FHWA 121 (6/76)

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

THE OREGON DIVISION - Salem
UNITED STATES GOVERNMENT

memorandum

Subject: Oregon Project F-7(-)
Grande Ronde River Bridge Width
Union County

Date: June 30, 1980

From: G. L. Green, Division Administrator

Reply to Attn. of: HBR-OR

To: Mr. H. S. Coulter, State Highway Engineer, ODOT

Mr. Hart's letter of June 10, 1980, requested approval of a variation from the roadway width standards for the Grande Ronde River Bridge. In view of this relatively stable traffic flow, and the improbability of future widening, and the low traffic volume, we will approve a roadway width of 36 feet for the structure.

Please proceed with the design.

G.K. Hossner
for G. L. Green

cc:
OSHD (W J Hart, Br)

RECEIVED
STATE HWY ENG
JUL - 1 '80
REFER TO
FOR
R.C D/A Sign Act File

9241

2.

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.: DES 23
Br. 1996A

Your File
HBR-OR

June 10, 1980

TO Mr. Glen Green
Division Administrator
Federal Highway Administration

FROM Walter J. Hart ORIGINAL SIGNED
Bridge Engineer WALTER J. HART

NOTED
E. S. HUNTER

SUBJECT Grande Ronde River Bridge
Elgin-Minam River Road Section
Wallowa Lake Highway
Union County
Bridge 1996A
Oregon Project F-7(-)

Your memorandum of May 27, 1980 questioned the 36-foot roadway of the subject structure. We realize that according to AASHTO minimum standards the roadway should be 40 feet. However, the 36-foot roadway was selected to match the section to the east of this bridge which will have 4-foot shoulders. The bridge shoulders are 6 feet in width to allow a 2-foot offset to the roadway shoulders.

It is extremely unlikely this section of highway will have any further widening in the next 30 to 40 years. Also to be considered is that this section of highway does not have a high peak hourly traffic count but is constant all day.

The Federal-Aid Highway Program Manual, Vol. 6, Ch. 2, Sec. 1., Subsec. 1, Par. 4, e, 2 does allow an exception if it is compatible with adjacent sections and the probable time before reconstruction of the section due to increased traffic is extensive.

cc E. S. Hunter
J. H. Versteeg

RECEIVED
TECHNICAL SERVICES
JUN 12 '80
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

Form 734-3122

9241

L.

Form FHWA 121 (8/78)

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

THE OREGON DIVISION - Salem
UNITED STATES GOVERNMENT

memorandum

Subject: Oregon Project F-7(-)
Grande Ronde River Bridge #1996A
Elgin-Minam River Road Section
Union County

Date: May 27, 1980

From: G. L. Green, Division Administrator

Reply to Attn. of: HBR-OR

To: Mr. H. S. Coulter, State Highway Engineer, ODOT

We have reviewed Mr. Hart's submittal of April 9, 1980, on the subject structure widening. The 36-foot roadway width you propose is not up to the minimum geometric standards under the AASHTO Design Volume of traffic. If you have compelling reasons for reducing the roadway width, please forward this to us for consideration.

Other features of the roadway are acceptable and you may proceed with the design subject to the satisfactory resolution of the roadway width.

for G. L. Green

cc:
OSHD (W J Hart)

NOTED
H. S. COULTER

RECEIVED
STATE HWY ENGR

MAY 28 '80

5/28
cej

REFER TO
Hunter

FOR

Info	Invest	R/D	D/R	Sign	Act	File

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4

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
DES 23
Br. 1996A

April 9, 1980

TO Mr. Glen L. Green
Division Administrator
Federal Highway Administration

FROM Walter J. Hart ORIGINAL SIGNED
Bridge Engineer WALTER J. HART

NOTED
E. S. HUNTER

SUBJECT Grande Ronde River Bridge
Elgin-Minam River Road Section
Wallowa Lake Highway
Union County
Bridge 1996A

Enclosed are two reduced prints of drawings 35196 and 35103 which are the preliminary plan and elevation and vicinity map for this structure. Also enclosed are two copies of the foundation report which has the hydraulic report in the appendix. The roadway width and sidewalk are in accordance with the standards governing the project. The alignment, elevation, and length match the existing bridge which is being widened.

Type II prestressed concrete beams with a cast-in-place deck was selected as being the best way to widen the bridge. This type was selected to minimize the deflection between new and existing construction and to enable widening without falsework in the river.

The widened portion will be supported by steel piling encased in concrete and web walls will be added to the existing columns to stop the drift problem. All river bents will be protected with riprap.

The estimated cost of widening this structure, including an allowance for engineering and contingencies, is $230,000.

We request your approval of our preliminary plan and your concurrence that this is eligible for FA funds.

Enclosures

cc E. S. Hunter
D. H. Moehring
D. O. Christensen /w/ 1 set prints
W. E. Schwartz /w/ 1 set prints
Gary Potter /w/ 1 set prints

RECEIVED
TECHNICAL SERVICES
APR 10 '80
REFER TO
FOR

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Form 734-3122

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2,

Form FHWA 121 (6/79)

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

THE OREGON DIVISION - SALEM
UNITED STATES GOVERNMENT

memorandum

Subject: Oregon Project F-7(2)
Elgin-Minam River Road Section
Wallowa Lake Highway
Mandatory Source

Date: March 18, 1980

From: G. L. Green, Division Administrator

Reply to Attn. of: HFO.4/5-OR

To: Mr. H. S. Coulter, State Highway Engineer

We have reviewed Mr. Schlieski's mandatory source request of March 13, 1980 and agree it is in the public interest to designate the proposed source as a mandatory source. Our finding is based on the ultimate road user benefit to be derived from the future climbing lane development and the minimal environmental impact associated from taking materials from this already man-altered slope.

G.K. Hossner
for G. L. Green

cc:
Resident Engineer Schlieski,
LaGrande
Region Office, LaGrande

RECEIVED
STATE HWY ENGR
MAR 20 '80
REFER TO
FOR
Info ☐ Inves ☐ R/D ☐ D/R ☐ Sign ☐ Act ☐ File ☐

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10

STATE OF OREGON
LOCATION SECTION

INTEROFFICE MEMO

LOC 8

TO: FILE

DATE: March 12, 1980

FROM: Gene M Finley
Gene M. Finley
Hydraulic Specialist

SUBJECT: Elgin-Minam River Road
Phillips Creek Bridge
Wallowa Lake Highway, M.P. 19.97
Union County

1 Versteeg ✓
Anderson
2 Christensen
3 Olson
Sullivan
Terpin
4 Trout
Wakerlig

RECEIVED
MAR 13 1980
ROAD DESIGN SECTION

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Action

The proposed project will widen the existing 36-foot long, single span prestressed slab structure.

HYDROLOGY

Phillips Creek is a west-east tributary of the Grande Ronde River and drains an area of 40 square miles above the bridge site. Stream gage data are available from Gages No. 13-3223, 13-3181, 13-3237, 13-3204 and 13-3239 located within a 20-mile radius of the bridge site on similar-type mountainous watersheds. The recurrence interval vs. peak discharge relationship listed below was interpolated from a statistical analysis of these gage data, using a log-Pearson Type III distribution.

Recurrence Interval	Peak Discharge
100-year	1,400 cfs
50-year	1,250 cfs
25-year	1,100 cfs
10-year	900 cfs
5-year	750 cfs

The elevation of 2,668.2 feet (MSL) at the bridge site for the 1964 flood was determined by field personnel. It is estimated that this flood represented the 100-year flood.

For the 1964 flood there were 4± feet of freeboard available between the water surface and the bottom slabs of the existing structure. This freeboard indicated that for the 100-year flood, the existing bridge waterway was more than adequate.

HYDRAULIC DESIGN

The 50-year flood of 1,250 cfs was chosen as the design flood, with a design high water elevation of 2,667.1 feet (MSL).

REFERRED TO
Beard
Stoudenmeyer ✓
Cole
Sample NEW
Eriksen
Watson
Hager
Dorn
Lou
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BY FINAL DESIGN ENGINEER

81-125-1367

The proposed widening will have no effect on the existing hydraulic characteristics of the crossing. Average velocity through the structure would be 6.5 fps.

RIPRAP

It is suggested that the toe of the vertical abutments be protected with Class 50 loose riprap. A filter blanket will not be required.

GMF:ja

cc Frank Terpin w/attachment
Walt Hart "
J. Davis "
D. Christensen ✓ "
H. Schell, FHWA "
Gary Potter "
Pat Schwartz "

HYDRAULIC DATA

	DESIGN FLOOD	INTERMEDIATE REGIONAL FLOOD	MAXIMUM FLOOD YEAR (1964)
Discharge – cfs	1250	1400	1400
Discharge – m^3/s			
Frequency – yrs.	50	100	100
H.W. Elevation Natural Channel ft.	2667.1	2668.2	2668.2
H.W. Elevation Natural Channel m.			
H.W. Elevation Channel Change ft.	------	---------------	----------
H.W. Elevation Channel Change m.			
Average Velocity – fps	6.5	6.7	6.7
Average Velocity – mps			

NOTE FOR A CANAL: "DESIGN FLOOD" = Design Flow
"Discharge" = Capacity

REMARKS:

OREGON STATE HIGHWAY DIVISION

HYDRAULICS UNIT

ELGIN-MINAM RIVER ROAD
PHILLIPS CREEK BRIDGE
WALLOWA LAKE HWY M.P.19.97
UNION COUNTY

COMPILED BY: GENE M. FINLEY	DATE: MARCH 11,1980

9241

10

STATE OF OREGON
LOCATION SECTION

INTEROFFICE MEMO

LOC 8

TO: FILE

DATE: March 11, 1980

David W. Bryson

FROM: David W. Bryson
Assistant Hydraulics Engineer

SUBJECT: Elgin-Minam River Road Section
Grande Ronde River Bridge
Wallowa Lake Highway
Union County

Bull. file copy
o.h.

1 Versteeg ✓
Anderson
2 Christensen
Olson
3 Sullivan JWS
Terpin
Trout
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RECEIVED
MAR 12 1980
ROAD DESIGN
SECTION

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Action

The proposed project will widen the existing four span, 216-foot long, RCDG structure approximately ten feet on the upstream side.

HYDROLOGY

The Grande Ronde River is a south-north tributary of the Snake River and drains an area of approximately 1,400 square miles above the bridge site. The recurrence interval vs. peak discharge relationship listed below was determined from a log-log plot of drainage area vs. peak discharge for the Grande Ronde River. The drainage area vs. peak discharge curve was determined from a Log Pearson Type III analysis of Gage Number 13-3235 (drainage area = 1,250 square miles), which has twenty-three years of record and Gage Number 13-3325 (drainage area - 2,555 square miles), which has fifty-one years of record.

Recurrence Interval	Peak Discharge
100-year	9,800 cfs
50-year	8,800 cfs
25-year	7,800 cfs
10-year	6,600 cfs
5-year	5,500 cfs

The largest flood of record occurred during February of 1917 when a discharge of 10,500 cfs (140-year recurrence interval) was measured at the gage which, at that time, was located at the bridge site. The recorded high water elevation for this flood was 2,650.3 feet (MSL).

HYDRAULIC DESIGN

The February, 1917 flood of 10,500 CFS was chosen as the design flood with a design high water elevation of 2,650.3 feet (MSL). It is

REFERRED TO
Beard
Stoudamayer NEM
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BY FINAL DESIGN ENGINEER

81-125-387

estimated that during the design flood the existing structure will create 1.3 feet of backwater due to the poor alignment of the piers with the stream flow.

If the piers are widened using the same construction as the existing piers (multiple columns), the proposed structure will create 1.8 feet of backwater. If the existing pier is widened and enclosed in a webwall, the the proposed structure will create 0.6 feet of backwater during the design flood.

Enclosing the pier in a webwall will decrease the drift accumulation problem at the piers but will increase the scour potential of the piers. Review of the bridge maintenance file indicates that there has not been a scour problem with the existing pier type. A scour problem is not expected to develop with webwalled piers since, historically, the accumulation of drift against the existing piers -- which in effect act as a webwall -- has created no scour problem.

RIPRAP

It is suggested that the toe of widened portion of abutments and the toe of the proposed retaining wall be protected with Class 700 loose riprap. It is also suggested that the excavated area for the pier construction be backfilled with Class 700 loose riprap.

DWB:ja

cc Frank Terpin w/attach.
Walt Hart "
Jack Davis "
Duane Christensen "
W. E. Schwartz "
Herb Schell, FHWA "

HYDRAULIC DATA

	DESIGN FLOOD	INTERMEDIATE REGIONAL FLOOD	MAXIMUM FLOOD YEAR (1917)
Discharge - cfs	10,500	9,800	10,500
Discharge - m³/s			
Frequency - yrs.	140	100	140
H.W. Elevation Natural Channel ft.	2650.3	2650.0	2650.3
H.W. Elevation Natural Channel m.			
H.W. Elevation Channel Change ft.	—	—	—
H.W. Elevation Channel Change m.			
Average Velocity - fps	7.5-8.0	7.0 - 7.5	7.5 - 8.0
Average Velocity - mps			

NOTE FOR A CANAL: "DESIGN FLOOD" = Design Flow
"Discharge" = Capacity

REMARKS:

OREGON STATE HIGHWAY DIVISION
HYDRAULICS UNIT

Elgin - Minam River Road Sec.
Grande Ronde River Bridge
Wallowa Lake Highway
Union County

COMPILED BY: Dave Bryson

DATE: March 10, 1980

9241

6B-11-13

10

STATE OF OREGON

INTEROFFICE MEMO

Highway Divison
DEPT.

963-7545
TELEPHONE

TO: Road Design Section - Norman Mann

DATE: March 10, 1980

FROM: Joe Schlieski

SUBJECT: Elgin-Minam River Road Sec.
Wallowa Lake Highway
Union County

Enclosed find the following data for use in developing the subject project:

1.) Mylar - with details for slope improvement work Rt. of station 1595 to 1613. Estimate 9,000 yds of general excavation.

The temporary easement for this work has been obtained - copy included - note State's obligations.

On the same mylar - details for material source for general excavation Rt. of 1603 + 50. Estimated 10,000 yds of general excavation.

2.) Copy of slope easement beginning at MP 25.39 along proposed climbing lane - Carl D. Witherspoon - note State's obligations.

3.) Copy of slope easement between MP 28.59 and 29.00 along existing climbing lane - R. K. Waller - note State's obligations.

Note - original Permit of Entry & Donation completed forms have been sent to Harold Brainerd - R/W Supervisor in Bend for his review.

cc: Region
file

REFERRED TO
Beard
Stoudenmeyer
Cole
✓ ~~Sample~~ Mann KEM
Eriksen
Watson
Hager
Dorn
Leu
[✓ Return] Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

Versteeg
Anderson
1 Christ[illegible]
Olson
Sullivan
Terpin
Tr[illegible]
2 Wakerlig

ROAD DESIGN SECTION

Action

PERMIT OF ENTRY & DONATION

Name: Lyle Boswell
C/P Warren O. & Jacqueline L. Scott
Section: Elgin-Minam River Road
Highway: Wallowa Lake
County: Union

Department of Transportation
Highway Division
Department of Transportation Building
Salem, Oregon 97310

Gentlemen:

We, the undersigned, hereby agree to donate to the State of Oregon, Highway Division, for the purpose of reconstructing the above section, a construction and temporary slope easement over the property shaded in red on the attached Exhibit "A".

We hereby acknowledge that we have been informed of our right to receive just compensation for the said easement but still prefer to make a donation of said easement. We knowingly and willingly waive our right to receive ninety (90) days written notice before being required to give possession to the State and hereby grant to the State, its employees, agents or contractors, the immediate right to enter upon the real property as shown on Exhibit "A". There is also waivered any necessity and right for a Public Hearing on the proposed project. These rights are knowingly and willingly waivered for the good of the people and mutual benefit derived.

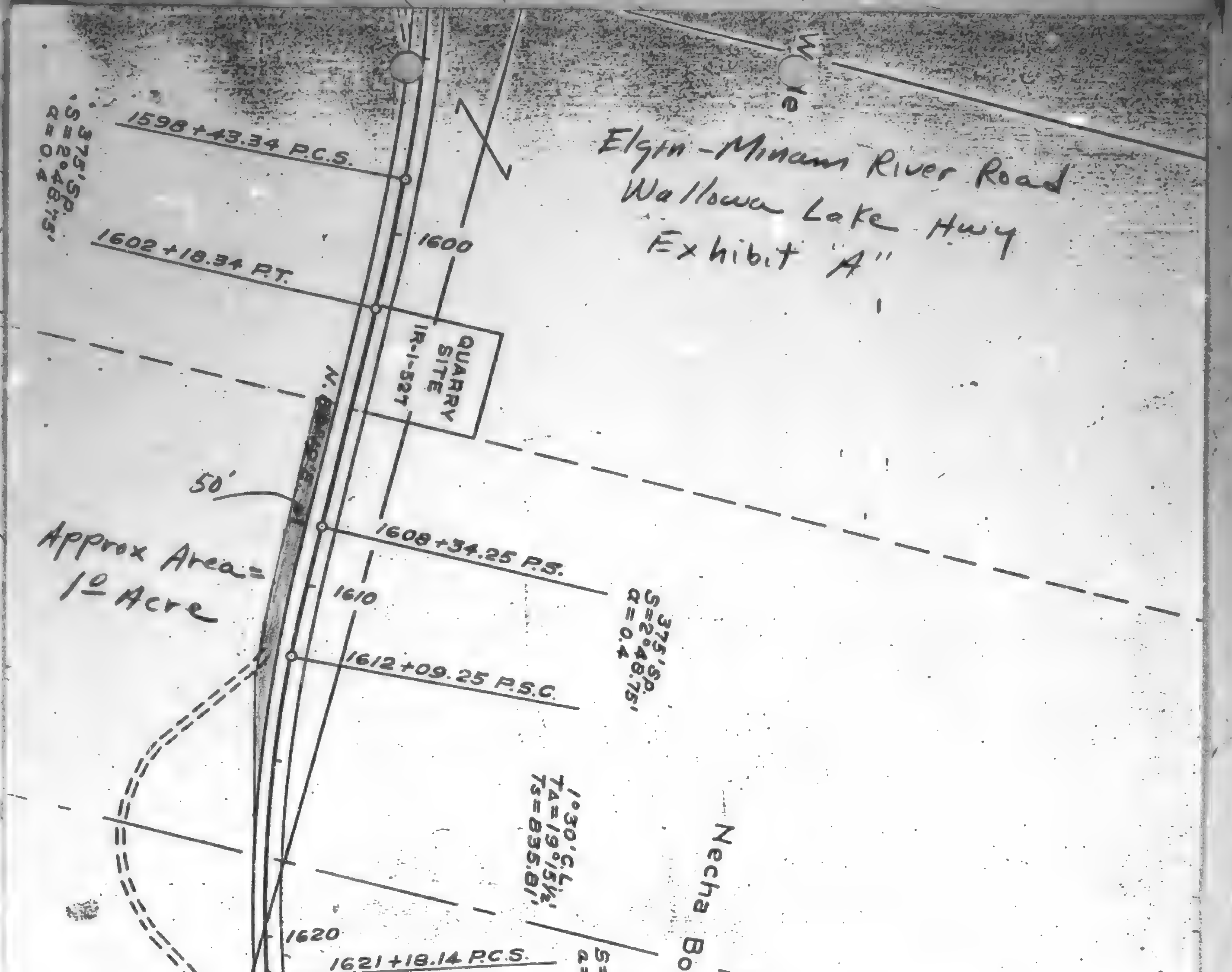
The purpose of this easement is for a work area and construction of slopes to be used by Grantee in connection with the widening of the Elgin-Minam River Road Section of the Wallowa Lake Highway. This permit and easement shall terminate two (2) years from the date hereof or upon the completion of said project, whichever is sooner.

The State agrees to perform the following obligations in connection with this project. It is understood that if this project is not constructed the State will not be required to perform these obligations:

1. Remove top soil and place behind work area as per discusion.
2. Construct approachs at MP 26.49 and 26.58 Rt. with 4" gravel surface.
3. Construct fence Type I - 5 wire from MP 26.47 to 26.73
4. Install 24' double gate (Powder River or Equal) at MP 26.49.
5. Construct wire gateway at MP 26.58.

Lyle Boswell
Warren O. Scott
Jacqueline Scott

Dated this 31 day of January, 1980.



Elgin-Minam River Road
Wallowa Lake Hwy
Exhibit "A"

1598+43.34 P.C.S.
375' S.P.
S=2°48.75'
a=0.4
1600
1602+18.34 P.T.
QUARRY SITE
1R-1-527
N.
50'
Approx Area = 1± Acre
1608+34.25 P.S.
1610
375' S.P.
S=2°48.75'
a=0.4
1612+09.25 P.S.C.
1°30' C.L.
TΔ=19°15½'
Ts=835.81'
Necha Boswell
1620
1621+18.14 P.C.S.
375' S.P.
S=2°48.75'
a=0.4
40'
1623
1624+93.14 P.T.
1628
50'
40'
1630
1633+01.47 =
MP 27.00
40'
40'
1635
50
50

PERMIT OF ENTRY & DONATION

Name: Carl D. and Ronna A. Witherspoon
Section: Elgin-Minam River Road
Highway: Wallowa Lake
County: Union

Department of Transportation
Highway Division
Department of Transportation Building
Salem, Oregon 97310

Gentlemen:

We, the undersigned, hereby agree to donate to the State of Oregon, Highway Division, for the purpose of reconstructing the above section, a construction and temporary slope easement over the property shaded in red on the attached Exhibit "A".

We hereby acknowledge that we have been informed of our right to receive just compensation for the said easement but still prefer to make a donation of said easement. We knowingly and willingly waive our right to receive ninety (90) days written notice before being required to give possession to the State and hereby grant to the State, its employees, agents or contractors, the immediate right to enter upon the real property as shown on Exhibit "A". There is also waivered any necessity and right for a Public Hearing on the proposed project. These rights are knowingly and willingly waivered for the good of the people and mutual benefit derived.

The purpose of this easement is for a work area and construction of slopes to be used by Grantee in connection with the widening of the Elgin-Minam River Road Section of the Wallowa Lake Highway. This permit and easement shall terminate two (2) years from the date hereof or upon the completion of said project, whichever is sooner.

The State agrees to perform the following obligations in connection with this project. It is understood that if this project is not constructed the State will not be required to perform these obligations:

1. Construct Type II fence at MP. 25.39 to 26.47.
   Fence to be installed on Right of Way line or grantors option to have the fence installed at the toe of the new embankment out side the R/W.

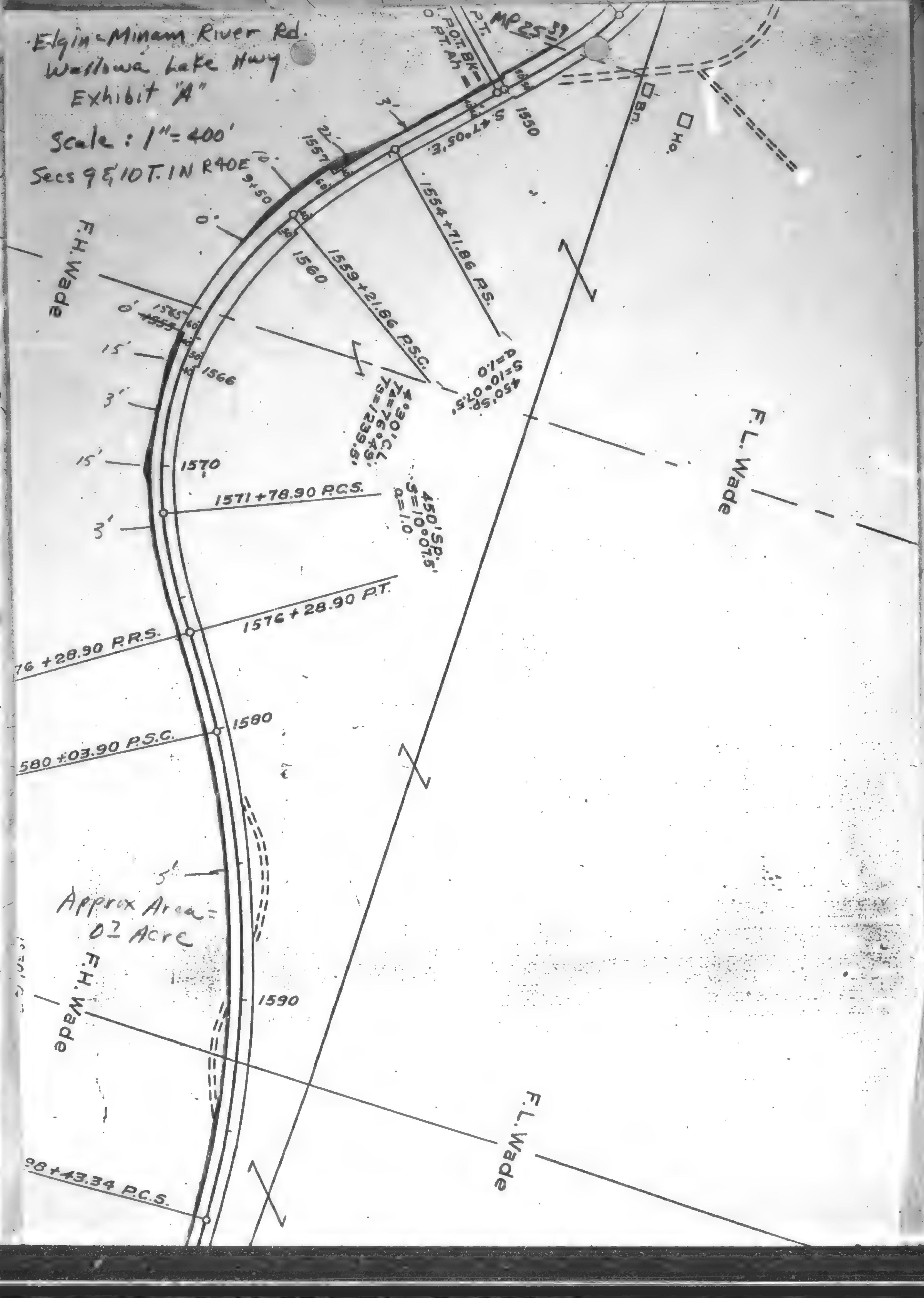
2. Install 24' double gates (Powder River or equal) at MP. 25.83 and 26.19.

Carl D. Witherspoon
Ronna A. Witherspoon

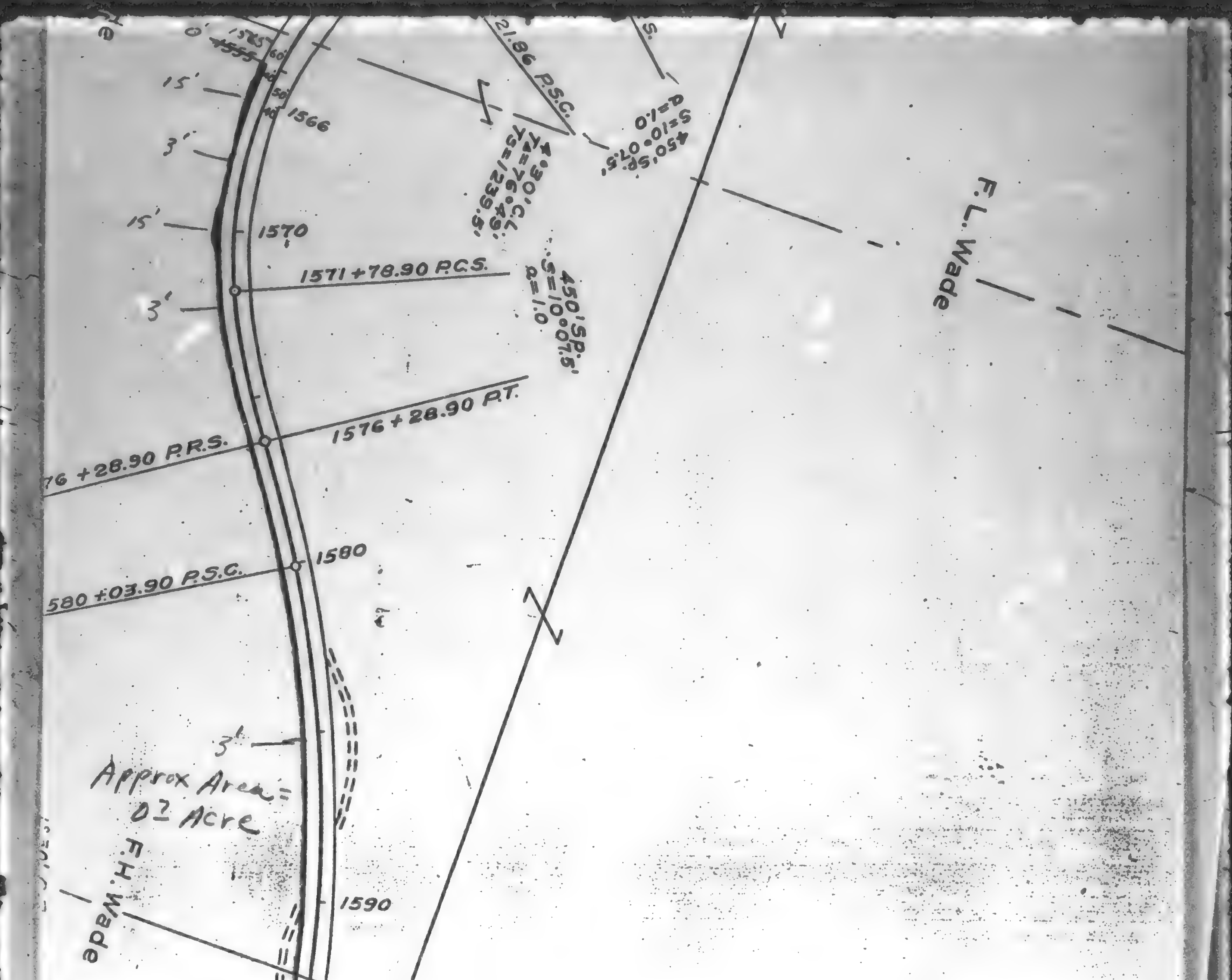
Dated this 4th day of March, 1980

Elgin-Minam River Rd.
Wallowa Lake Hwy
Exhibit "A"

Scale: 1" = 400'
Secs 9 & 10 T. 1 N R 40 E


MP 25.39
P.O.T. BK=
P.T. Ah
P.T.
1550
S. 47°05' E.
Bn.
Ho.
1554+71.86 P.S.
1557
9+50
3'
0'
1559+21.86 P.S.C.
1560
F.H. Wade
0'
1565
~~1555~~
15'
1566
3'
Δ=1.0
S=10°07.5'
450' SP.
4°30' C.L.
Δ=76°49'
T=1239.5'
15'
1570
1571+78.90 P.C.S.
450' SP.
S=10°07.5'
Δ=1.0
3'
F.L. Wade
1576+28.90 P.T.
76+28.90 P.R.S.
1580
580+03.90 P.S.C.
5'
F.H. Wade
1590
F.L. Wade
98+43.34 P.C.S.

Approx Area = 0.? Acre


0'
1565
15'
1566
3'
21.86 P.S.C.
4°30' C.L.
T=76.49
L=239.5
450' SP.
S=10°07.5'
a=1.0
15'
1570
1571+78.90 P.C.S.
3'
450' SP.
S=10°07.5'
a=1.0
F.L. Wade
1576+28.90 P.T.
76+28.90 P.R.S.
1580
580+03.90 P.S.C.
3'
Approx Area = 0.7 Acre
F.H. Wade
1590
F.L. Wade
98+43.34 P.C.S.
18.34 P.T.
3'
1600
MP 26.47
QUARRY SITE IR-1-527
N 39°51' E

VICTOR ATIYEH
GOVERNOR

Department of Veterans' Affairs
FARM AND HOME LOANS
700 S.E. EMIGRANT, SUITE 350, PENDLETON, OREGON 97801, 276-8009
P.O. Box 250

February 29, 1980

Carl D. Witherspoon
Rt. 1, Box 25
Elgin, Oregon 97827

WITHERSPOON, Carl D.
L98201

You have our permission to execute the temporary agreement with the Department of Transportation, Highway Division.

Ward E Boehner
Ward E. Boehner
Manager, Loan Processing Unit

jg

enclosure

PERMIT OF ENTRY & DONATION

Name: R. K. and Geraldine K. Waller
Section: Elgin-Minam River Road
Highway: Wallowa Lake
County: Union

Department of Transportation
Highway Division
Department of Transportation Building
Salem, Oregon 97310

Gentlemen:

We, the undersigned, hereby agree to donate to the State of Oregon, Highway Division, for the purpose of reconstructing the above section, a construction and temporary slope easement over the property shaded in red on the attached Exhibit "A".

We hereby acknowledge that we have been informed of our right to receive just compensation for the said easement but still prefer to make a donation of said easement. We knowingly and willingly waive our right to receive ninety (90) days written notice before being required to give possession to the State and hereby grant to the State, its employees, agents or contractors, the immediate right to enter upon the real property as shown on Exhibit "A". There is also waivered any necessity and right for a Public Hearing on the proposed project. These rights are knowingly and willingly waivered for the good of the people and mutual benefit derived.

The purpose of this easement is for a work area and construction of slopes to be used by Grantee in connection with the widening of the Elgin-Minam River Road Section of the Wallowa Lake Highway. This permit and easement shall terminate two (2) years from the date hereof or upon the completion of said project, whichever is sooner.

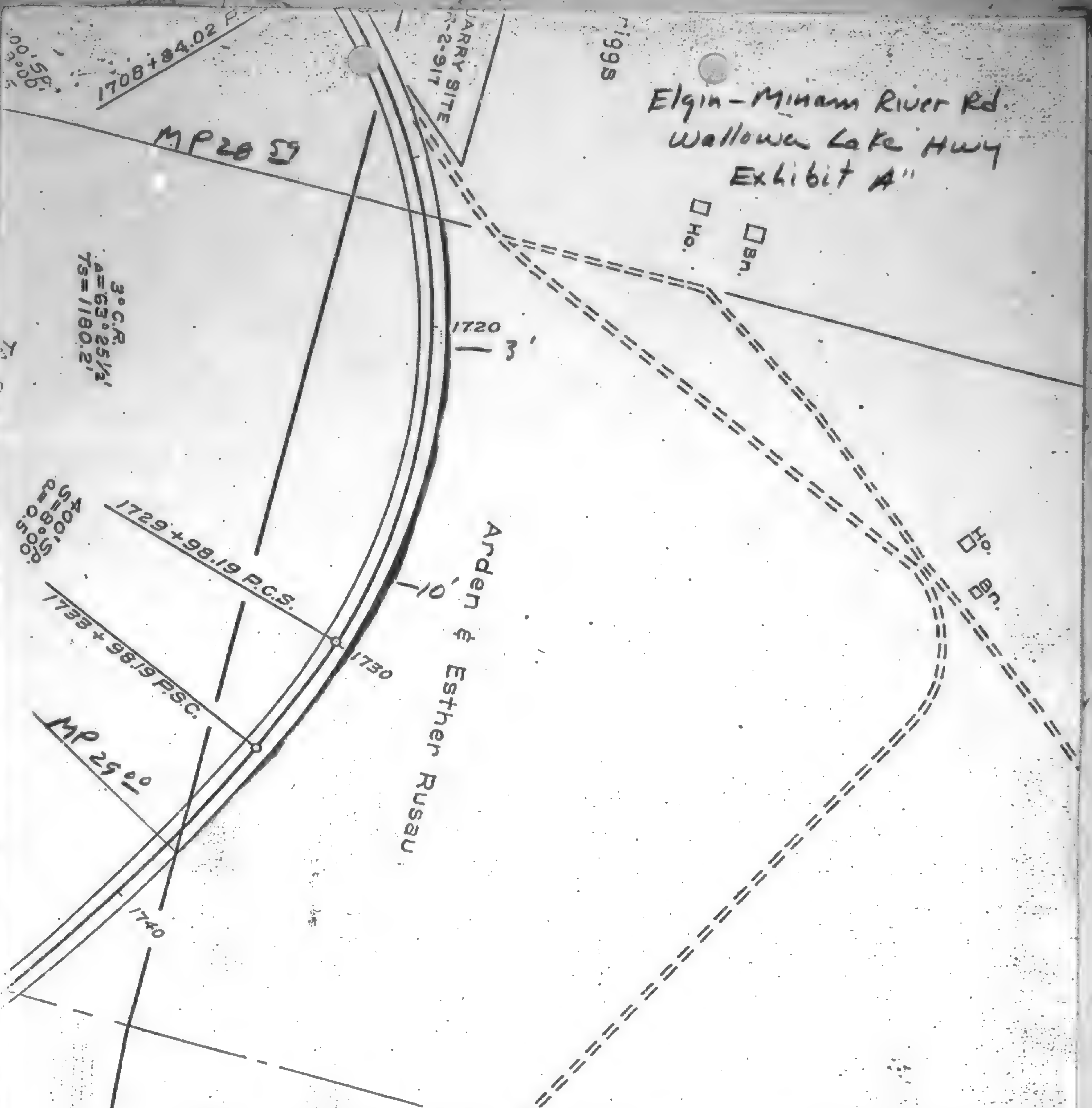
The State agrees to perform the following obligations in connection with this project. It is understood that if this project is not constructed the State will not be required to perform these obligations:

1. Place soil type material on completed fill slopes.
2. Seed and mulch slopes.
3. Construct Type I, 5 wire fence at MP. 28.59 to 29.00.

R K Waller

Geraldine K. Waller

Dated this 31 day of Jan, 1980, 19__.



Elgin-Minam River Rd
Wallowa Lake Hwy
Exhibit "A"

1708+84.02 P.
QUARRY SITE
R-2-917
Riggs
MP 28 59
3° C.R.
Δ=63°25½'
Ts=1180.2'
Ho.
Bn.
1720
3'
1729+98.19 P.C.S.
1733+98.19 P.S.C.
10'
1730
Arden & Esther Rusau
Ho.
Bn.
MP 29 00
1740
36

9241

L.

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
Room 306, State Library Building
Salem, Oregon 97310, Phone: 378-3732

STATE A-95 REVIEW CONCLUSIONS

APPLICANT: Oregon DOT Hwy Div

PROJECT TITLE: Elgin Minam River Road' UN1041

DATE: July 11, 1978

The state has reviewed your project and reached the following conclusions:

☒ No significant conflict with the plans, policies or programs of state government have been identified ~~and your proposal is endorsed as presented~~

☒ Relevant comments of state agencies are attached and should be considered in the final design of your proposal.

NOTED
H.S. COULTER

☐ Potential conflicts with the plans and programs of the state agency(s) have been satisfactorily resolved. No significant issues remain.

☐ Significant conflicts with the plans, policies or programs of state government have been identified and remain unresolved. The final proposal has been reviewed and the final comments and recommendations of the state are attached.

7-20-78 Copies to:
G. L. Green
~~H. S.~~ Coulter
F. E. Terpin
J. B. Boyd
J. H. Versteeg
G. A. Potter
W. J. Hart
W. E. Schwartz
Clayton Ansell
Aeronautics Division
B. L. Gifford

NOTICE TO FEDERAL AGENCY

The following is the officially assigned State Identifier Number:

7806 [illegible] 210

This number should be used on all correspondence and particularly on SF 240 as required by OMB A-98.

RECEIVED
STATE HWY ENGR
JUL 21 '78
REFER 5-21-78
BEN GIFFORD

A copy of this notification and attachments, if any, must accompany your application to the federal agency as required by OMB A-95. Comments of the appropriate local reviewing agencies must also be included.

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
Room 306, State Library Building
Salem, Oregon 97310, Phone: 378-3732

PNRS STATE REVIEW

Project #: ____________________ Due Date: JUL 27 1978

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have no comment and the file will be closed.

PROGRAM REVIEW AND COMMENT

To State Clearinghouse: We have reviewed the subject Notice and have reached the following conclusions on its relationship to our plans and programs:

( ) It has no adverse effect.

( ) We have no comment.

( ) Effects, although measurable, would be acceptable.

( ) It has adverse effects.

( ) We are interested but require more information to evaluate the proposal.

(X) Please coordinate the implementation of the proposal with us.

( ) Additional comments for project improvement. (Attach if necessary)

- - - - - - - - - - -

REMARKS (Please type or print legibly)

The Oregon Department of Fish and Wildlife has no objection to the Elgin-Minam River road improvement. However, we request that this Department's field staff be included in the planning and implementation of the project, particularly the work in and adjacent to the Grande Ronde River, to minimize potential adverse impacts on the fish and wildlife resources. The staff persons are Duane West for fish and aquatic environmental concerns, and Mike Kemp for terrestrial wildlife. Their office phone number is La Grande 963-2138.

Agency DEPARTMENT OF FISH AND WILDLIFE By William E. Pitney

ENVIRONMENTAL MANAGEMENT SECTION 7/10/78

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
Room 306, State Library Building
Salem, Oregon 97310, Phone: 378-3732

PNRS STATE REVIEW

Project #: 7806 2 210 Due Date: JUL 27 1978

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have no comment and the file will be closed.

PROGRAM REVIEW AND COMMENT

To State Clearinghouse: We have reviewed the subject Notice and have reached the following conclusions on its relationship to our plans and programs:

- ☐ It has no adverse effect.
- ☐ We have no comment.
- ☐ Effects, although measurable, would be acceptable.
- ☐ It has adverse effects.
- ☐ We are interested but require more information to evaluate the proposal.
- ☒ Please coordinate the implementation of the proposal with us.
- ☐ Additional comments for project improvement. (Attach if necessary)

- - - - - - - - - - - -

REMARKS (Please type or print legibly)

The HIGHWAY ENVIRONMENTAL SECTION SHOULD COORDINATE WITH THIS OFFICE REGARDING THE PROTECTION OF CULTURAL RESOURCES IN THIS ELGIN-MINAM RIVER ROAD PROJECT, WALLOWA LAKE HWY., OR Rt. 82, UNION CO.

Agency: HISTORIC PRESERVATION OFFICE
STATE PARKS & RECREATION BRANCH
525 TRADE STREET SE
SALEM, OREGON 97310

By: David G Talbot

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
Room 306, State Library Building
Salem, Oregon 97310, Phone: 378-3732

PNRS STATE REVIEW

Project #: 7806 - 214 Due Date: ____________

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have no comment and the file will be closed.

PROGRAM REVIEW AND COMMENT

To State Clearinghouse: We have reviewed the subject Notice and have reached the following conclusions on its relationship to our plans and programs:

RECEIVED
DIV STATE LANDS
JUNE 8 1978

( ) It has no adverse effect.

( ) We have no comment.

( ) Effects, although measurable, would be acceptable.

( ) It has adverse effects.

( ) We are interested but require more information to evaluate the proposal.

( ) Please coordinate the implementation of the proposal with us.

( ) Additional comments for project improvement. (Attach if necessary)

- - - - - - - - - - - -

REMARKS (Please type or print legibly)

If the project would require the removal, fill or alteration of 50 cubic yards or more of material within the banks of the waterway(s), we urge the applicant to apply for state fill or removal permits well in advance of construction deadlines to prevent unnecessary project delays. Specific information on the need for permits may be obtained from the Division of State Lands' office at 1445 State Street, Salem, OR 97310. Phone 378-3805.

Thank you for the opportunity to comment on this project.

Agency ______________________ By MA

9341

6-15-78

4

ROBERT W. STRAUB

DEPARTMENT OF TRANSPORTATION

STATE HIGHWAY BUILDING • • SALEM, OREGON • • 97310

May 24, 1978

TO Executive Department
Federal Aid Coordination Unit

Blue Mountain Intergovernmental Council
Wallowa County Courthouse
Enterprise, OR 97828

D E Swan

FROM D. E. Swan
Federal Aid Engineer

☐ RE ☐ RCE ☐ RME ☐ ROE
cy ☒ RFA JUN 6 1978 ☐

RECEIVED
REGION 5 OFFICE

SUBJECT Notice of Intent for Federal Aid Funds
State Admin. Dist. No. 13
Section: Elgin-Minam River Road
Highway: Wallowa Lake Hwy., OR. Rt. 82
County: Union

In accordance with Executive Memorandum 02-270-20, attached are copies of the Notices of Intent for the subject project.

Early programing of this project for advance planning in anticipation of future construction is necessary; therefore, your prompt attention to this proposal will be appreciated.

Allowing time for your review, we estimate the date of filing for federal aid funds on this project to be June 24, 1978.

STA Y ENGR
JUN 1 9'78
REFER TO
Info Sig Act File

BLG: dmc

Attachment

cc: G. L. Green
H. S. Coulter
F. E. Terpin
J. B. Boyd
J. H. Versteeg
Gary Potter
W. J. Hart

Region 5: W. E. Schwartz
District 13: Clayton Ansell
Aeronautics Division
Paul Hartwig, Parks
Gerald Wimer
B. L. Gifford

Regions

cy Gifford
6-19-78

6-15-78
John Beck, Coordinator, BMIC advised me by phone they have no objection to the project and have forwarded their comments.
Roger

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

NOTIFICATION OF INTENT TO APPLY FOR FEDERAL AID

For Internal Use Only | 1-8] PNRS # | Page One

02 12] APPLICANT [45: Department of Transportation | 46] DIVISION [79: Highway

03 12] APPLICANT ADDRESS STREET [45: O'DOT Building | 46] CITY [60: Salem | 76] ZIP [80: 97310

04 12] CONTACT PERSON [45: D. H. Moehring | 46] AREA CODE [48: 503 | 49] PHONE [55: 378 | 56] EXTENSION [59: 6563

01 12] PROJECT TITLE [71: Elgin-Minam River Road

11 12] PROJECT LOCATION—CITY: Wallowa Lake Hwy. OR. Rt. 82 | PROJECT LOCATION—COUNTY: Union | PROJECT LOCATION [79 SEC: T: R:

SUMMARY PROJECT DESCRIPTION (ATTACH SUPPORTING DOCUMENTS AS NECESSARY—SEE INSTRUCTIONS ON BACK)

05 From M.P. 20.0 in Elgin, the project goes in a northeasterly direction to

06 12] M.P. 29.7. This project will follow the existing alignment, with flatter fill [71

07 12] slopes; widening and flattening shoulders; cutting back the cut slopes; over- [71

08 12] laying the travel lanes with asphalt concrete (includes the shoulder area) [71

09 12] for vehicle safety. [71

10 12] [71

12

AMOUNT REQUESTED—FEDERAL FUNDS		NON-FEDERAL MATCHING FUNDS		OTHER	TOTAL
12] (A) Grant [19	20] (B) Other [27	28] (C) State [35	36] (D) Local [43	44] (E) FUNDS [51	52] (F) FUNDS [60
2,322,000	--	378,000	--	--	2,700,000

13 12] TYPE OF OTHER FEDERAL FUNDS (See 12B) [45 | 46] TYPE OF OTHER NON-FEDERAL FUNDS (See 12E) [79

14 12] FEDERAL PROGRAM TITLE [71: Title 23 USC Highways

15 12] FEDERAL AGENCY NAME [45: U. S. Department of Transportation | 46] FEDERAL SUB-AGENCY NAME [79: FHWA

17 **(A) TYPE OF APPLICANT:** (Check (X) the single most applicable box)

STATE ☒ 12 | INTER-STATE ☐ 13 | COUNTY ☐ 14 | CITY ☐ 15 | SCHOOL DISTRICT ☐ 16 | SPECIAL DISTRICT ☐ 17 | COMMUNITY ACTION ☐ 18 | SPONSORED ORGANIZATION ☐ 19 | OTHER ☐ 20

(B) TYPE OF ACTION: (Check (X) as many boxes as apply to this action)

NEW GRANT ☒ 21 | CONT. GRANT ☐ 22 | SUPPL'T GRANT ☐ 23 | INCREASE DURATION ☐ 24 | DECREASE DURATION ☐ 25 | CANCELLATION ☐ 26 | INCREASE DOLLARS ☐ 27 | DECREASE DOLLARS ☐ 28

(C) HAS DISTRICT CLEARINGHOUSE BEEN NOTIFIED? Yes ☒ 29 No ☐ 30 Date: May 24, 1978

(D) REVIEW REQUIRED by A-95: Yes ☒ 31 No ☐ 32

(E) ENVIRONMENTAL IMPACT: Yes ☐ 33 No ☒ 34

(F) HOUSING RELOCATION REQUIRED: Yes ☐ 35 No ☒ 36

(G) ESTIMATED APPLICATION FILING DATE: 41] MONTH [42: June | 43] DAY [44: 24 | 45] YEAR [46: 1978

ADDITIONAL INFORMATION—ALL APPLICANTS

I. A. Is the project consistent with the city or county comprehensive plan, zoning and subdivision ordinance? No ☐ Yes ☒

I. B. Is the proposal consistent with statewide land use goals? No ☐ Yes ☒

I. C. Is the proposal consistent with state and regional plans? No ☐ Yes ☒

II. Will the project have an impact on a neighboring jurisdiction? No ☒ Yes ☐

If so, is the project consistent with the comprehensive plan for that jurisdiction? No ☐ Yes ☐

III. Explain deviations if any, from pertinent plans.

IV. Federal Catalog number (or Public Law no. and title) 20.205 Highway Planning & Construction

V. Has funding agency been notified? No ☐ Yes ☒ Date: May 24, 1978

VI. If project includes state funds (12C), identify agency Highway

STATE AGENCIES ONLY

VIII. (a) IS PROGRAM BUDGETED ☐ NON-BUDGETED ☐

(b) STATE SHARE

GENERAL FUND CASH	OTHER FUND CASH	IN KIND
$	$	$

(c) FUNDING METHOD

	FEDERAL SHARE		STATE SHARE		TOTAL	
First Year	%	$	%	$	%	$
Second Year	%	$	%	$	%	$
Third Year	%	$	%	$	%	$

(d) WILL PROGRAM REQUIRE HIRING OF NEW STATE EMPLOYEES? No ☐ Yes ☐ Number ________

(e) Will accounting for this grant be administered by the Executive Dept. Accounting Division? Yes ☐ No ☐

PLEASE ATTACH ANY ADDITIONAL NARRATIVE OR REMARKS

This is a Category 3 Project of Non-Major environmental impact under Oregon's Action Plan.

OREGON STATE HIGHWAY DIVISION
PROJECT ASSESSMENT

F-7 (-)

PART 1. GENERAL INFORMATION

A. Project Identification:

Date May 9, 1978

Section Elgin-Minam River Road

Unit (if appl)

County Union

City

Highway Wallowa Lake

State Hwy. No. 10

Termini: M.P.(if appl) 20.0 - 29.7

Length 9.7 miles

Region 5

Construction Estimate $2,700,000
Program Amount

B. Purpose of Project:

Upgrade this portion of highway to present-day standards to enhance vehicle safety along a badly deteriorated section of highway.

C. Origin & History of Project:

This highway is a main access to the Wallowa Valley. The present highway was constructed in 1922, 1942, 1944 and 1947. Since this major construction, portions have been widened, surfaced and paved by State forces.

D. General Description of Project:

From M.P. 20.0 in Elgin, the project goes in a northeasterly direction to M.P. 29.7. This project will follow the existing alignment, with flatter fill slopes; widening and flattening shoulders; cutting back the cut slopes; overlaying the travel lanes with asphalt concrete (includes the shoulder area) for vehicle safety.

Alignment: New ______ Existing XX Combined ______

Typical Section: Existing: No. Lanes 2; Med. ___; Shldrs. 2; Parking ___

Proposed: No. Lanes 2; Med. ___; Shldrs. 2; Parking ___

Traffic: Existing Facility: Existing ADT 1,600; Projected ADT 2,400; Yr. 2000

Existing Level of Service ______

Proposed Facility: Projected ADT 2,400; Yr. 2000

Projected Level of Service ______

Right of Way: Additional anticipated Yes (Yes, No); if yes, give approx. No. Parcels ?

Acres ?; Type of Relocation Req. ?; No. ?

Materials Source, Borrow, Waste Disposal Requirements, if any:

Prospective materials sources, quarry rock or gravel, are in the immediate area and will be made available to the contractor.

Type of Structure(s):

Bridge No. 1996 over the Grande Ronde River should be widened to a minimum width of 32 feet. (Horizontal clearance now is 23 feet 8 inches.) Four reinforced concrete box culverts of various sizes may require extensions. Ultimate design will be determined during subsequent preliminary engineering.

Brief Description of River or Stream and Type of Involvement, if any:

The Grande Ronde River on the east edge of Elgin is a slow-moving stream where the existing bridge crosses. The main involvement will be extending the bulkheads and piers to accommodate the widening of this structure.

Local City, County or COG priorities of project:

N.A.

FHWA and/or OSHD approvals given, if any:

Listed in the Six-Year Program (page 27) for 1982.

Location or Design Alternatives (identify and describe):

N.A.

Other Descriptive Information or Comments:

Livestock and wood products trucks are heavy users. There is also considerable tourist traffic in season.

(Attach project sketch map.)

PART II. ENVIRONMENTAL ASSESSMENT

A. Brief Environmental Setting of Project Area:

1. Natural:

The highway varies in elevation from about 2,655 feet at the Grande Ronde River Bridge to an elevation of 3,638 feet at M.P. 28.64 (summit) to an ending elevation of about 3,370 feet at M.P. 29.7. The terrain is rolling with high mountains to the south exceeding 9,000 feet. Their timbered ridges intercept much of the moisture of the Pacific air masses in the form of snow. The average annual precipitation is about 24 inches. The average annual temperature is 47 degrees with the low in January about 25- degrees and the high in August 65+ degrees.

2. Cultural:

Outside of the city of Elgin, M.P. 20.0 to 20.6, the project area is sparsely populated. Heavy logging and ranch traffic is the main trucking along this portion of roadway. Recreation vehicle traffic is quite heavy during the summer and fall months, especially during deer and elk seasons. The highway traverses some wheat-growing and hay-growing land. Cattle and logging appears to be the main economic boost for the area.

B. Preliminary Assessment of Environmental Impacts:

1. Consequences and Significance of Right-of-Way Acquisition:

No significant changes with the taking of small "slices" of right of way for cut and fill slopes.

2. Estimated Impact on Traffic Patterns:

None.

Consequences--Air Quality, Noise, Safety, etc.:

3. Estimated Impact on Land Use:

No significant impacts.

Consequences:

4. Expected Impact on Natural Ecological Resources:

Consequences:

5. Expected Impact on Cultural and Scenic Resources:

A cultural resource survey may be required.

Consequences:

6. Preliminary Identification of Areas of Critical Concern:

Care will be taken to keep unhardened cement out of the river during widening of the bridge.

7. Potential for Controversial Issues:

None.

8. Potential for Consistency of Proposal With:

a. Clean Air Implementation Plans

N/A

b. Noise Standards

A noise study report is required.

c. Water Quality Standards

Would be consistent.

d. Area Land Use and Transportation Plans, and Zoning

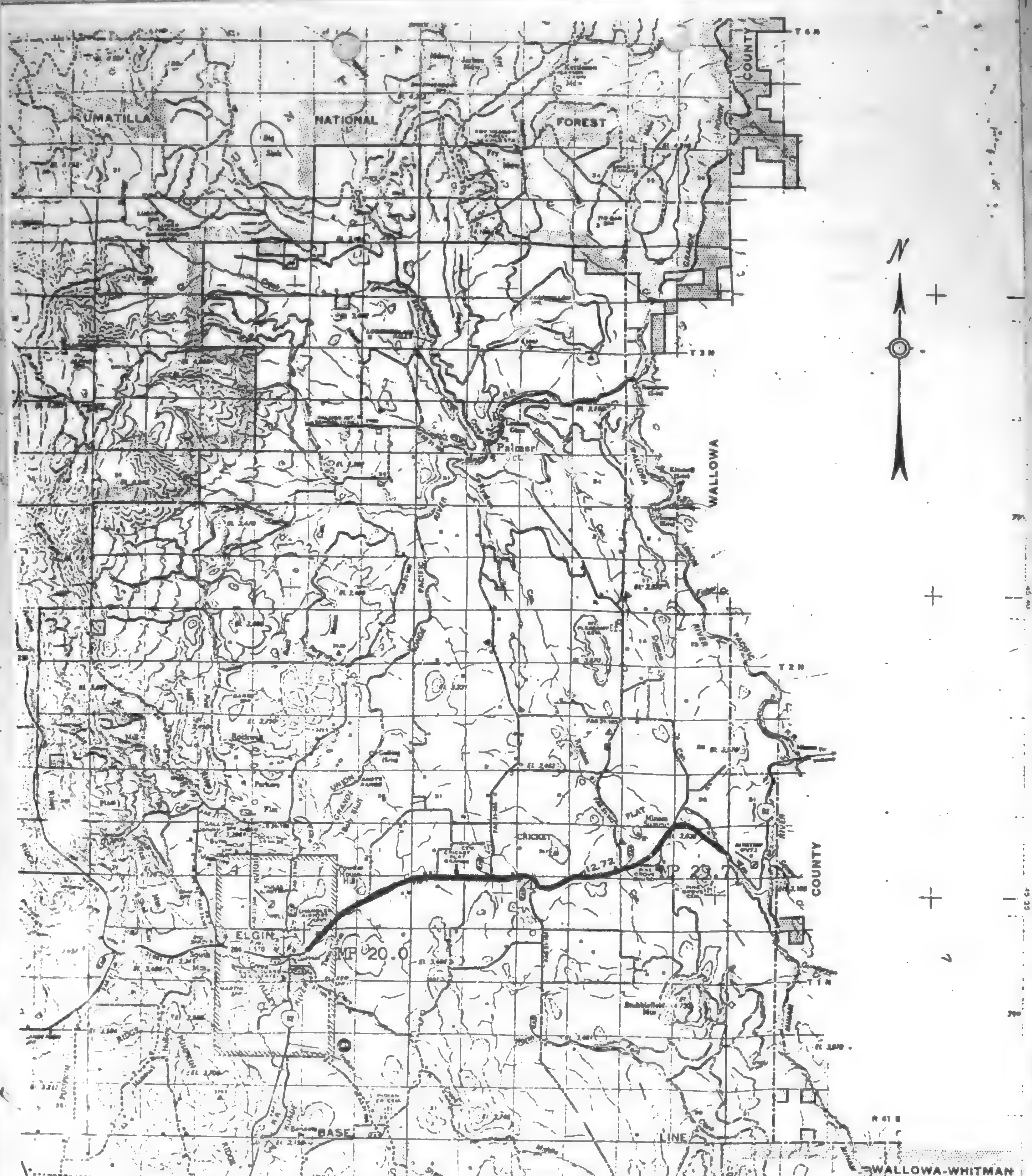
Consistent

C. Recommended Type of Action and Documentation:

------------MAJOR ACTION----------------		----NON-MAJOR ACTION-----
SIGNIFICANT:	NON-SIGNIFICANT:	
____ D & FEIS	____ D & F Neg.Dec.	XX ASSESSMENT ONLY
____ Section 4(f)	____ Section 4(f)	____ STATEWIDE ASSESSMENT

Basis for Type of Action and Documentation:
Project is limited in scope and has limited amount of right of way takings with no change in alignment and grades.

D. Recommended Project Category: ____ 1 ____ 2 XX 3 ____ 4


UMATILLA
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COUNTY
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Palmer Jct.
WALLOWA
COUNTY
RIVER
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Parkers
Flat
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ELGIN
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South
Mtn
RIDGE
Stubblefield Mtn
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R 41 E
WALLOWA-WHITMAN
NATIONAL
MERVILLE
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PACIFIC
Mt. Moriah

92411

2.

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

5-12-78

LETTER OF APPROVAL [illegible]ND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.
[illegible]-7(2)

S[illegible] PROJECT NO.
See below

COUNTY NAME
Union

PROGRAM STAGE (Check)
☐ 1. ☐ 2.

FROM:
G. L. Green
Division Administrator

PROGRAM NO.

ITEM NO.
80276

TO:

Mr. F. B. Klaboe
Chief of Operations
Oregon Department of Transportation
Salem, Oregon

DATE PS & E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER / STATE ROUTE NUMBER
	5-12-78	Primary 7 Primary 10

GENERAL LOCATION:
"Elgin - Minam River Road Section"

GENERAL DESCRIPTION OF WORK:
Preliminary Engineering

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRLIMINARY ENGINEERING FOR SURVEY AND PLAN
☒ PREPARATION including archeology salvage and utility preparatory work TEC
☐ OTHER (Specify) NTE $26,000 - FF $22,300

☐ ACQUISITION OF RIGHT-OF-WAY
CONTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS
As requested in Mr. Swan's 5-3-78 letter I concur that the subject project is a non-major action as set forth in FHPM 7-7-2 paragraph 10e.

Swan
5-17

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
5-12-78	G. K.	for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

1980 Mosier-The Dalles Hwy.- 9242
West 8th St. (The Dalles) Sec.
of FAU 4031. (Gr. & pav.)

C9A6398

1-11-78
6-23-78
3-12-79

9242

HIGHWAY DIVISION INVOICE

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DIVISION
TRANSPORTATION BUILDING
SALEM, OREGON 97310

INVOICE NUMBER	140167
DATE	9/27/84
YOUR ORDER NUMBER	
BILLING REQ. NUMBER	CA 3373
CODE	WASCOCO

WASCO COUNTY
COURTHOUSE
THE DALLES OR 97053

PREFIX	FUNC	SUB FUNC	OBJECT	P/N GROUP	AMOUNT
	321	00			6,283.60
333-2510	296	00	000		1,985.68
333-1028	296	00	000		4,297.92
333-2510	297	00	000		(1,985.68)
333-1028	297	00	000		(4,297.92)

DESCRIPTION	TOTAL PRICE
FINAL BILLING FAP M-4031 (1),(2), & (3) MOSIER-THE DALLES HWY - W 10TH ST, WEST SNIPES ST.	
COUNTY'S SHARE OF COSTS PER ATTACHED ITEMIZED STATEMENT	29,378.54
LESS: COUNTY'S R/W WORK CREDIT	(3,014.94)
LESS: COUNTY'S ADVANCE DEPOSITS	(20,080.00)
BALANCE DUE FROM WASCO COUNTY	6,283.60

WASCOCO	INV. 2019	INV. 2852
ADV. DEP. AMT.	2,280.00	17,800.00
A.D. PREV. TST.	1,700.00	14,800.00
BALANCE	580.00	3,000.00
TSF. TO HWY FD.	580.00	3,000.00
REFUND DUE	0	0

110.00 ACCT.

734-1150 (7-81)

9242

OREGON STATE HIGHWAY DIVISION

ITEMIZED STATEMENT OF FINAL COSTS DATE: August 23, 1984

COUNTY: Wasco AGREEMENT NO: 6398 PROJECT NO: M-4031(1)(2)(3)

CONTRACT NO: 9242 SECTION: Mosier-The Dalles Hwy.-W. 10th St.,
West Snipes St.

PRELIMINARY ENGINEERING (Prefix No. 333-1931):

Project Manager	$ 16,129.74
Final Design	4,440.90
R/W Descriptions	5,304.57
Region Geology	812.88
Traffic Section	581.40
R/W Liaison	491.10
Region-Utility Liaison	35.90
Location	589.63
Program Section	161.19
Specifications	1,051.88
Administrative Services	19.87
Environmental Section	151.08
Training Course	57.71
Public Hearing	631.98
TOTAL P.E. COST	$ 30,459.83
Less Federal Funds	(26,125.40)
BALANCE	$ 4,334.43

State Share: 50% of $4,334.43 = $2,167.22

County Share: 50% of $4,334.43 = $2,167.21

RIGHT-OF-WAY (Prefix No. 333-2510):

Appraisals, Witness Fees, Title Costs, Etc.	$ 11,560.51
Negotiation Expense	9,173.18
R/W Work Performed by County	50,885.00
Audit Services	314.19
R/W Office Expense	431.24
TOTAL R/W COST	$ 72,364.12
Less Federal Funds	(63,026.54)
Less Non-Participating Costs:	
Appraisals, Witness Fees, Etc.	(88.64)
Negotiation Expense	(800.61)
BALANCE	$ 8,448.33

State Share: 50% of $8,448.33 = $4,224.17

County Share: (50% of $8,448.33) + (88.64 + 800.61) = $5,113.41

CONSTRUCTION (Prefix No. 333-1028):

Payment to Contractor	$329,083.57
Interest on Final Payment (Non-Participating)	222.71
Construction Engineering (Non-Participating - $10.00)	36,426.12
Program Section	111.91
Salem Lab	1,519.80
Technical Services	159.46
Construction Section	1,318.21
Region Office	423.98
TOTAL CONST. COST	$369,265.76
Less Federal Funds	(325,302.63)
Less Non-Participating Costs ($222.71 + $10.00)	(232.71)
BALANCE	$ 43,730.42

State Share: 50% of $43,730.42 = $21,865.21

County Share: (50% of $43,730.42) + 232.71 = $22,097.92

SUMMARY:

County Share PE Cost	$ 2,167.21
County Share R/W Cost	5,113.41
County Share Const. Cost	22,097.92
TOTAL COUNTY SHARE	$ 29,378.54
Less County P.E. Advance Deposit 6-13-78	(2,280.00)
Less County Const. Advance Deposit 12-30-80	(17,800.00)
Less Credit for R/W Work by County	(3,014.94)
BALANCE DUE FROM COUNTY	$ 6,283.60

GEZ:bkb

9242

P

nig cc: OSHD (Coult

STATE COPY

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL ACCEPTANCE REPORT

REGION NUMBER 10	REPORT NUMBER 2	COUNTY Wasco	DIVISION Oregon
DATE OF REPORT 12-7-83		REPORT MADE BY 12-7-83 David B. Carter, Area Engineer	PROJECT NO. M-4031(3)

COMPLETION DATE 8-20-81	ACCEPTANCE DATE BY CONTRACT AGENCY 2-9-82	TIME ELAPSED 178/175 = 101.7 %	CONTRACT TIME 175 cal days
APPROVED EXTENSIONS 3 calendar days	LOCATION FAU-4031 (Snipe Street) near The Dalles, Wasco County, Oregon		

NOTE - *The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction involving Federal Funds, has been submitted.
*A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

RECEIVED
STATE HWY ENGR
MAY 16 '84
REFER TO
Fredrickson
FOR

Info	Inves	R/D	O/R	Sign	Act	File

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authori[illegible] extra work.*

MOSIER/THE DALLES - W. 8th STREET (The Dalles) SECTION
FAU-4031 (Snipes Street), Wasco County
Grading and Paving

NOTED
W. E. SCHWARTZ 5/17

This project provided for the widening, drainage, curbs, and paving of this 0.341 mile section of Snipes Street.

The contractor used 3 additional days to complete the contract work. The contractor requested, and the State granted, a 3-day time extension based on extra work which was done under a Price Agreement.

The final amount of the original contract items was $318,595.37 - or a 22.16 percent overrun of the contract bid amount of $260,792.10. The large overrun is the result of the extension of the project. This extension is documented by Price Agreement No. 1 and our program change authorization of March 18, 1981. Price Agreement No. 1 increased the project cost by an estimated $45,000. The final cost of the project, including all changes and engineering, was $369,083.57 - or a 0.2 percent overrun of the project authorization of $368,481.52.

All participating work has been completed. All project signing and striping is complete.

Documentation for the compaction for Bid Item No. 13, 1"-0 Aggregate Base, has been submitted.

---DBC---

*NOTE: Not applicable for direct federal projects

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE Original Signed by D. B. Carter Area Engr.		SIGNATURE Original Signed By G. K. HOSSNER Field Operations Engineer	
TITLE Area Engineer	DATE 5-11-84	TITLE	DATE 5/14/84

FORM FHWA 1446B PREVIOUS EDITIONS MAY BE USED
(Rev 12-79)

9242

STATE COPY

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	State
MONTHLY TRANSACTION NUMBER 4-135		Oregon
PROJECT REPORT NUMBER	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT	County Wasco
MODIFICATION NUMBER 2	April 14, 1982	Project Number M-4031(3)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on January 26 , 19 81 , is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 351,318.00	$ 372,375.00
Federal funds	$ 309,686.00	$ 328,248.00
Other revisions		

This modification is made for the following reasons: to include increase in construction costs, and construction engineering costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 14th day of April , 19 82 .

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Program Management Engineer
(Title)

XXX For: H.S. Coulter, P.E.

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

A

Gen. File

Oregon State Highway Division
Salem, Oregon April 8, 1982

Federal-Aid Project
No. M-4031(3)

Mosier/The Dalles Hwy.-W. 8th St. (The Dalles)
Snipe St. W. (The Dalles)
Wasco County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code 6201
Roadway (Sta. 19+30 to Sta. 37+30)

Subtotal of previous estimate of September 9, 1981 $316,098.10

Previous Estimate

Temporary Signs	197 Sq. Ft.	6.60	$ 1,300.20
24-inch Sewer Pipe	670 Lin. Ft.	30.00	20,100.00
Concrete Manholes	4 Each	700.00	2,800.00
			$ 24,200.20

Revised Estimate

Temporary Signs	259 Sq. Ft.	6.60	$ 1,709.40
24-inch Sewer Pipe	690 Lin. Ft.	30.00	20,700.00
Concrete Manholes	5 Each	700.00	3,500.00
Mobilization (P.A. #1)		Lump Sum	1,761.00
Temp. Protect. & Direct Traffic (P.A. #1)		Lump Sum	483.00
Clearing and Grubbing (P.A. #1)		Lump Sum	1,207.00
Remove Structure & Obstruction (P.A. #1)		Lump Sum	786.00
Finish Roadbed & Slopes (P.A. #1)		Lump Sum	593.00
Additional Clearing & Grubbing (P.A. #2)		Lump Sum	425.00
10-inch Sewer Pipe (P.A. #4)	53 Lin. Ft.	14.00	742.00
			$ 31,906.40

Increase	$ 7,706.40
Subtotal	323,804.50
Engineering	48,570.50
TOTAL	$372,375.00

Length of Roadway	0.341 miles
Cost of Roadway Per Mile	$1,092,008.79

Federal Funds	$ 328,248.00
State Funds	22,063.50
City Funds	22,063.50
TOTAL	$ 372,375.00

Group 1   100%
Contract No. 9242
Prefix: 333-1931
Prefix: 333-1028

9242

STATE COPY

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NUMBER 9-272	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	State Oregon
PROJECT REPORT NUMBER	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County Wasco
MODIFICATION NUMBER 1	9-15-81	Project Number M-4031(3)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on January 26, 1981, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$296,112.00	$351,318.00
Federal funds	$261,022.00	$309,686.00
Other revisions		

This modification is made for the following reasons: To include increase in construction costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 15th day of September, 1981.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By
Asst. State Hwy. Engineer
(Title)

XXX By For: H.S. Coulter
State Highway Engineer
(Title)

By
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)
For: Dale E. Wilken

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

Gen File

Oregon State Highway Division
Salem, Oregon September 9, 1981

Federal Aid Project
No. M-4031(3)

Mosier/The Dalles Hwy.-W. 8th St. (The Dalles)
Snipe St. W. (The Dalles)
Wasco County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code 6201
Roadway (Sta. 19+30 to Sta. 37+30)

Subtotal of previous estimate of December 31, 1980 $260,892.10

Previous Estimate

Flagman	320	Hour	22.50	$ 7,200.00
General Excavation	260	Cu. Yd.	5.35	13,910.00
Trench Excavation	1410	Cu. Yd.	6.50	9,165.00
Watering	130	M-Gal.	8.00	1,040.00
1"-0 Aggregate Base	6040	Ton	5.00	30,200.00
Class "B" Asphalt Concrete	1520	Ton	32.50	49,400.00
12" Sewer Pipe	430	Lin. Ft.	15.00	6,450.00
18" Sewer Pipe	100	Lin. Ft.	19.00	1,900.00
Concrete Inlets Type CG-2	16	Each	400.00	6,400.00
Concrete Driveways	205	Sq. Yd.	20.00	4,100.00
				$129,765.00

Revised Estimate

Flagman	586	Hour	22.50	$ 13,185.00
General Excavation	3995	Cu. Yd.	5.35	21,373.00
Trench Excavation	1710	Cu. Yd.	6.50	11,115.00
Watering	400	M-Gal.	8.00	3,200.00
1"-0 Aggregate Base	8200	Ton	5.00	41,000.00
Class "B" Asphaltic Concrete	1780	Ton	32.50	57,850.00
12" Sewer Pipe	582	Lin. Ft.	15.00	8,730.00
18" Sewer Pipe	322	Lin. Ft.	19.00	6,118.00
Concrete Inlets Type CG-2	19	Each	400.00	7,600.00
Concrete Driveways	515	Sq. Yd.	20.00	10,300.00
1"-0 Pipe Bedding Material (PA #3)	900	Ton	5.00	4,500.00
				$184,971.00

Increase	$ 55,206.00
Subtotal	316,098.10
Engineering	35,219.90
TOTAL	$351,318.00

Gen. File

Length of Roadway ---------------- 0.341 mi.
Cost of Roadway Per Mile ---------$1,030,258.06

Federal Funds	$309,686.00
State Funds	20,681.00
City Funds	20,681.00
TOTAL	$351,318.00

Group 1	100%
Contract No.	9242
Prefix	333-1931
Prefix	333-1028

9242

STATE COPY

OMB No. 04-R2089

P

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO. 2-5	S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION **FEDERAL-AID PROJECT AGREEMENT** 1-26-81	State regon County Wasco Project No. M-4031(3)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

City St., Mosier/The Dalles Hwy., S.W. 0.34

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	11-25-80	0.341
OTHER *(Specify)*		

FUNDS PRO RATA 88.15%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 296,112.00	$ 261,022.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Assistant State Highway Engineer
(Title)

XX For:

State Highway Engineer
(Title)

By

(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: G.L. Green

Date executed by Division Administrator JAN 26 1981

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation.

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

file

Oregon State Highway Division
Salem, Oregon December 31, 1980

Federal Aid Project
No. M-4031(3)

Mosier/The Dalles Hwy.-W. 8th St. (The Dalles)
Snipes St. W. (The Dalles)
Wasco County

PROJECT AGREEMENT ESTIMATE

Type Code 6201
Roadway (Sta. 19+30 to Sta. 37+30)

Mobilization		All Required	$ 12,420.00
Temporary Protection and Direction of Traffic		All Required	4,225.00
Temporary Signs	197 Sq. Ft.	6.60	1,300.20
Temporary Barricades	12 Each	125.00	1,500.00
Flagmen	320 Hour	22.50	7,200.00
Clearing and Grubbing		All Required	2,825.00
Removal of Structures and Obstructions		All Required	1,940.00
General Excavation	2,600 Cu. Yd.	5.35	13,910.00
Ditch Excavation	163 Cu. Yd.	8.30	1,352.90
Trench Excavation	1,410 Cu. Yd.	6.50	9,165.00
Finishing Roadbed and Slopes		All Required	1,425.00
Watering	130 M-Gal.	8.00	1,040.00
1"-0 Aggregate Base	6,040 Ton	5.00	30,200.00
Class "B" Asphalt Concrete	1,520 Ton	32.50	49,400.00
12-inch Sewer Pipe	430 Lin. Ft.	15.00	6,450.00
18-inch Sewer Pipe	100 Lin. Ft.	19.00	1,900.00
21-inch Sewer Pipe	24 Lin. Ft.	24.00	576.00
24-inch Sewer Pipe	670 Lin. Ft.	30.00	20,100.00
30-inch Sewer Pipe	282 Lin. Ft.	44.00	12,408.00
36-inch Sewer Pipe	840 Lin. Ft.	57.00	47,880.00
Concrete Manholes	4 Each	700.00	2,800.00
Special Manholes	4 Each	800.00	3,200.00
Concrete Inlets, Type CG-2	16 Each	400.00	6,400.00
Concrete Driveways	205 Sq. Yd.	20.00	4,100.00
Concrete Curbs	115 Cu. Yd.	125.00	14,375.00
Extra for Asphalt Approaches	5 Each	150.00	750.00
Adjusting Manholes	13 Each	150.00	1,950.00

Anticipated Items

Temporary Erosion Control	All Required	$	100.00
	SUBTOTAL	$	260,892.10
	Engineering		35,219.90
	TOTAL	$	296,112.00

Length of Roadway --------------- 0.341 mi.
Cost of Roadway per mile --------$868,363.63

Work Retained in Program Status
(not included in amounts below)

Roadside Seeding and Mulching	All Required	$	500.00

Federal Funds (88.15%)	$261,022.00
State Funds	17,545.00
City Funds	17,545.00
TOTAL	$296,112.00

Group 1-100%
Contract No. 9242
Prefix 333-1931
Prefix 333-1028

9242

L

February 16, 1982

The American Insurance Company
121 S.W. Salmon St., Suite 900
Portland, OR 97204

CON 5
#9242

Gentlemen or Ladies:

On February 11, 1982, we wrote to you concerning release of final payment on Contract No. 9242 awarded to Mid-Columbia Paving Co. for work on the Mosier/The Dalles Highway-West 8th Street (The Dalles) Section of FAU 4031 in Wasco County.

Final payment on this contract is $4,789.42 and the total contract amount is $329,083.57. No work was performed under force account.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

js

cc: Mid-Columbia Paving Co.
P. O. Box 680
Hood River, OR 97031

Corroon & Black/Dawson & Co., Inc.
2911 Second Avenue
Seattle, WA 98121

bc: C. T. Keasey
Walt Hart
Dale Allen

9242 2-10-82

REPORT OF ACTION UNDER DELEGATED AUTHORITY BY

ASSISTANT STATE HIGHWAY ENGINEER

On behalf of the Commission and under authority delegated to me to accept contracts completed according to specifications, I accepted the following:

Contractor and Contract No.	Section and County	Acceptance Date
Roseburg Paving, Inc. No. 9197	NE Alameda Ave.-NE Garden Valley Blvd. (Roseburg) Douglas County	Jan. 13, 1982
Wildish Const. Co. No. 9216	Middle Fork Willamette River-Salmon Cr. (Oakridge) Lane County	Jan. 15, 1982
C. G. Gredvig, Inc. No. 9357	Germantown Rd. @ Cornelius Pass Rd. Washington County	Jan. 15, 1982
Dirt & Aggregate Intch. No. 9203	NE Columbia Blvd.-NE Weidler Multnomah County	Jan. 15, 1982
Morse Bros., Inc. No. 9190	Sulphur Springs Road & Soap Creek Road Benton County	Jan. 15, 1982
J. C. Compton Co. No. 9200	Osweg Creek Slide Clatsop County	Jan. 18, 1982
The Kaspac Corp. dba Kaspac Industries No. 9298	Washington State Line-Lane County Line Clatsop, Tillamook & Lincoln Counties	Jan. 21, 1982
Ross Bros. Constr., Inc. No. 9214	Dean Creek Bridge Douglas County	Jan. 22, 1982
Cascade Const. Co., Inc. No. 8952	Progress Intchge. Off Ramp Washington County	Jan. 26, 1982
C.W. McCallen Construction No. 9295	Polallie Cr.-Cooper Spur Detour Hood River County	Jan. 28, 1982
Ross Bros. Const., Inc. No. 9292	N. Yamhill River (Oak Ridge Rd.) Bridge Yamhill County	Jan. 28, 1982
Mid-Columbia Paving Co. No. 9242	Mosier/The Dalles Hwy. @ W. 8th St. (The Dalles) Wasco County	Feb. 9, 1982

February 10, 1982 Warren Richards

for C. T. Keasey

Asst. State Highway Engineer

9242

November 25, 1981

Chenowith Irrigation Cooperative
P. O. Box 800
The Dalles, OR 97058-0800

CON 5
#9242

Attention: Ernest H. Rhodes
Manager

Gentlemen:

Thank you for your letter of November 20, 1981, cancelling a claim you filed on October 23, 1981, against Mid-Columbia Paving Company.

This claim was on Contract No. 9242 with Mid-Columbia Paving Company for work on Mosier/The Dalles Highway-West 8th Street in The Dalles, Wasco County.

This information will be noted in our records and we will advise the surety, agent and the contractor.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

cc: Mid-Columbia Paving Co.
P. O. Box 680
Hood River, OR 97031

The American Insurance Co.
121 S.W. Salmon St., Suite 900
Portland, OR 97204

Corroon & Black/Dawson & Co., Inc.
2911 Second Avenue
Seattle, WA 98121

NOTED ON C
JS 11-25-81

CHENOWITH IRRIGATION COOPERATIVE
THE DALLES, OREGON 97058

November 20,1981

Robert Gormsen
Room 121
Transportation Building
Salem,Oregon 97310

Dear Mr. Gormsen,

According to our letter of October 23,1981 we filed a "Notice of Claim" against Mid-Columbia Paving located in Hood River,Ore. Contract no.9242.

We have made contact with Mid-Columbia Paving and have made arrangments with them for payment of this account.

We would like at this time, to cancel the claim against Mid-Columbia Paving Co.

Sincerely,

Ernest H Rhodes

Ernest H. Rhodes
Manager

EHR/dp

CHENOWITH IRRIGATION COOP.
P.O. BOX [illegible]
THE DALLES, OREGON 97058-[illegible]

RECEIVED
NOV 23 1981
COMM[illegible] SERVICES
DEPARTMENT OF TRANSPORTATION

9242 56604

files

L1

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

RECEIVED
NOV 13 1981
NORMA PAULUS
SECRETARY OF STATE

November 10, 1981

IN REPLY REFER TO
FILE NO.:

FILED
NOV 13 1981
NORMA PAULUS
SECRETARY OF STATE

CON 5
#9242

Chenowith Irrigation Cooperative
2312 W. 8th Street
The Dalles, OR 97058

Attention: Ernest H. Rhodes
Manager

Gentlemen:

This will acknowledge your letter of October 23, 1981, in which you state that Mid-Columbia Asphalt Company owes you for labor, material and water in the amount of $1,090.65.

Your claim letter states this is in reference to Contract No. 9242 with Mid-Columbia Paving Company for work on Mosier-The Dalles Highway-West 8th Street in The Dalles.

The American Insurance Company furnished the bond on this contract. We will advise the surety and the contractor of the receipt of this claim. We will also forward it to the Secretary of State for filing.

Please advise this office when your claim has been paid.

Sincerely,

Robert Gormsen

Robert W. Gormsen
COMMISSION SERVICES

js

cc: Mid-Columbia Paving Co.
P. O. Box 680
Hood River, OR 97031

The American Insurance Co.
121 S.W. Salmon St., Suite 900
Portland, OR 97204

Corroon & Black/Lawson & Co., Inc.
2911 Second Avenue
Seattle, WA 98121

RECEIVED
NOV 16 [illegible]
COMM[illegible]ICES
DEPARTMENT OF TRANSPORTATION

bc: ✓ Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

NOTED ON CARD
11-16-81 Lmc

CHENOWITH IRRIGATION COOPERATIVE
THE DALLES, OREGON 97058

October 23, 1981

Robert Gormsen
Room 121
Transportation Building
Salem, Oregon 97310

Dear Mr. Gormsen:

Per our telephone conversation this afternoon, we would like to file a "Notice of Claim", against Mid-Columbia Asphalt Company located in Hood River, Oregon.

The total for the Snipes Street Project is $1,090.65. These charges are for labor, materiel and water. They were billed for most of these charges on August 5, 1981, but to-date we haven't received any payment.

The Contract Number for this project is 9242.

Your help in this matter would be appreciated. If you should have any questions, please do not hesitate to contact us.

Sincerely,

Ernest H. Rhodes
Manager

EHR/jb

RECEIVED
OCT 27 1981
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

9a 2

4

VICTOR ATIYEH
GOVERNOR

Department of Transportation
STATE HIGHWAY DIVISION

IN REPLY REFER TO
FILE NO.:

CON 5

DATE: November 6, 1981

TO: Oregon Transportation Commission

FROM:
H. S. Coulter
State Highway Engineer

1A-5 (R)

SUBJECT: Request for Increase in Project Authorization
Mosier/The Dalles Hwy.-W. 8th Street Section
Snipes Street (The Dalles)
Contract No. 9242

This federal-aid grading and paving project is substantially complete with only minor contractor obligations remaining. It appears that the final cost will exceed the amount authorized by $71,801.49 or 24.3 percent.

Wasco County had originally planned for the project to extend from 6th to 10th streets but it was put back due to the anticipation of insufficient matching funds for a project of that magnitude. After the contract was awarded, the county requested that the project be increased by 230 feet so that the limits extended from 6th Street to 9th Street. A Price Agreement was negotiated for this added work at a cost of $45,000.

The depth of base rock was increased due to a wet and unstable subgrade at a cost of $5,400. Pipe bedding material was purchased when it was discovered that the material excavated for the sewer installation was unsuitable as pipe bedding material. This increased the project cost by $4,500.

The original estimated quantity of asphaltic concrete did not provide sufficient material for street connections and the item therefore overran by approximately $4,000. Property owners requested longer driveways than originally planned and, with the

Form 734-3123

county's concurrence, the driveways were lengthened at a cost of approximately $5,000. It is anticipated that the project engineering will exceed that anticipated by approximately $12,000.

It is recommended that the Project Authorization be increased by $71,801.49 to a new total of $367,881.49. All of the increased cost is eligible for federal participation.

This matter will be on the consent calendar for the November 18 meeting.

OBJ:WR:mk md

bcc F. B. Klaboe
R. W. Gormsen
C. T. Keasey
V. E. Skoog
Dale Allen
D. H. Moehring
George Bell

9242

2.

STATE OF OREGON

Highway Construction 378-6318

INTEROFFICE MEMO

FILE: CON 5

TO: H. S. Coulter
State Highway Engineer

DATE: November 5, 1981

NOTED
H.S. COULTER

FROM: For O. B. Jackmond
Contract Administration Engineer

SUBJECT: Request for Increase in Project Authorization
Mosier/The Dalles Hwy.-W. 8th Street Section
Snipes Street (The Dalles)
Contract No. 9242

This federal-aid grading and paving project is substantially complete with only minor contractor obligations remaining. It appears that the final cost will exceed the amount authorized by $71,801.49 or 24.3 percent.

Wasco County had originally planned for the project to extend from 6th to 10th streets but was cut back due to the anticipation of insufficient matching funds for a project of that magnitude. After the contract was awarded, the county requested that the project be increased by 230 feet so that the limits extended from 6th Street to 9th. A Price Agreement was negotiated for this added work at a cost of $45,000.

The depth of base rock was increased due to a wet and unstable subgrade at a cost of $5,400. Pipe bedding material was purchased when it was discovered that the material excavated for the sewer installation was unsuitable as pipe bedding material. This increased the project cost by $4,500.

The original estimated quantity of asphaltic concrete did not provide sufficient material for street connections and the item therefore overran by approximately $4,000. Property owners requested longer driveways than originally planned and, with the county's concurrence, the driveways were lengthened at a cost of approximately $5,000. It is anticipated that the project engineer will exceed that anticipated by approximately $12,000.

All of the increased project cost is eligible for federal participation.

A rough draft letter to the Transportation Commission is attached as is a copy of the Expected Overrun of Project Authorization form.

OBJ:WR:mk

cc: Dale Allen
Reid Meritt
Robert Church

9242

L.

VICTOR ATIYEH
GOVERNOR

Oregon State Highway Division

TRANSPORTATION BUILDING, SALEM, OREGON 97310

October 5, 1981

CON 5 #9242

Mid-Columbia Paving Company
P.O. Box 680
Old Hwy. 30 East
Hood River, OR 97031

Re: Time Extension Request
Mosier/The Dalles Highway -
West 8th St. Section
FAP No. M-4031(3)
Contract No. 9242

Gentlemen:

Your request for additional contract time in which to complete the above project has been carefully reviewed. A contract time extension of three calendar workdays is granted due to additional work performed under Price Agreement No. 3. This will eliminate all liquidated damages under this contract.

Sincerely,

C. T. Keasey
Assistant State Highway Engineer

By
O. B. Jackmond
O. B. Jackmond
Contract Administration Engineer

OBJ:fr

cc: ~~H. S. Coulter (w/att.~~
Dale Allen "
Reid Meritt "
Bob Church
FHWA "

'81
REFER TO
Info Act File

A DIVISION OF THE DEPARTMENT OF TRANSPORTATION

STATE OF OREGON

INTEROFFICE MEMO

BEND, OR 97708

TO: O. B. Jackmond
Contract Administration Engineer

DATE: September 18, 1981

Robert C. Pool

FROM: Robert C. Pool pw
Region Construction Engineer

SUBJECT: Mosier/The Dalles
West 8th. St. Section
Snipes Street
Contract No. 9242

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Attached for your review find a Contractor's Request for Adjustment of Contract Time, with supporting information from both the Resident Engineer and the prime contractor. The following is additional information to assist you in your review.

(a) Date Contract Awarded - December 30, 1980
(b) Calendar Day count began - January 12, 1981
(c) Date project was completed - August 20, 1981
(d) Specified Calendar Days - 175
(e) Actual Calendar Days used - 178

I have reviewed this material and concur with the Resident Engineer's recommendation to allow three additional Calendar Work Days for the completion of subject project.

10-2-81

CTK -

I concur with Region's recommendation and Resident's analysis.

OBJ

RCP:JCT:pw

Enclosures

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
THE DALLES, OREGON 97058
SEPTEMBER 14, 1981

FILE: CON 5
9242

Walter Barth FOR
FROM: W. REID MERITT
Resident Engineer

TO: DALE D. ALLEN
Region IV Engineer
B E N D

SUBJECT: MOSIER/THE DALLES HWY - WEST 8th STREET SECTION
Snipes Street
Contract Number 9242
Prefix: 333-1028

I am enclosing a time extension request for Mid-Columbia Paving Company, the prime contractor on the above captioned project, for an additional three (3) days.

We concur with this request which involves an extension of work under Price Agreement No. 1 (copy enclosed), extending the limits of the project an additional 230 lineal feet. The total dollar amount of increase was $45,000.

The extension of the project involved all of the important facets of the job, therefore, we feel that the justification for additional days can be examined relative to the total dollar increase of the price agreement. Mr. Edgar Johnson of Cost Analysis concurred with this reasoning.

Using the Cost Analysis formula for computing Calendar Days:

GIVEN: Engineer's Original Estimate - - - - - - - - - - - - - - $342,388.40
Additional amount required for extension - - - - - - - - 45,000.00
Total - - - - - - - - - - $387,388.40

Original Calendar Days:

$10[1.6 + .41(\ln 342{,}388.40 - 4)]$ = 175 Calendar Days (rounding down)

New calculation for Calendar Days:

$10[1.6 + .41(\ln 387{,}388.40 - 4)]$ = 178 Calendar Days

Total difference in Calendar Days: = 3 Calendar Days

We are also enclosing a copy of the "Contract Time Summary" for your information and convenience in checking the above computations.

Enclosures

WRM:DFH

cc: File

RCE RE RCE PLA FAE
RTE RECEIVED CEO
RUE SEP 16 1981 RDE
RSO REGION 4 RBE
ASSIGNED____________

STATE OF OREGON **INTEROFFICE MEMO**

Contract Payments 378-6594 CON 5

TO: Warren Richards
Construction Office Manager

DATE: September 1, 1981

R.D. Church by mk

FROM: R. D. Church
Contract Payments Coordinator

SUBJECT: Request Contract Acceptance

Contract 9242, Work Completed August 20, 1981

Project Mosier/The Dalles Hwy.-W. 8th St. (The Dalles)

Highway FAU 4031

County Wasco

We request you return a signed copy of this letter recommending acceptance or list conditions that would prevent your acceptance of the contract work.

Recommended Acceptance Date ______________________________

Construction Office Manager

RDC:mk

cc: J. B. Boyd
Don Harwell
Hank Wakerlig
John Jenkins
Louis Olson
Leo King

WB
Dm H.

9242 L.

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Mosier / The Dalles Hwy W. 8th St. (The Dalles)

WEEK ENDING: August 29, 1981

SECTION PREFIX: 333-1028

HIGHWAY: FAU 4031

COUNTY: Wasco

NAME OF JOB: Mosier / The Dalles Hwy - W. 8th

KIND OF WORK: Grading & Paving

CONTRACTOR: Mid-Columbia Paving Co.

CONTRACT NUMBER: 9242

FEDERAL AID PROJECT NUMBER: M-4031 (3)

DATE OF CONTRACT: December 30,1980

DATE WORK STARTED: March 2, 1981

ESTIMATED COMPLETION DATE: Aug 6, 1981

AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0

SPECIFIED WORK DAYS:

WORK DAYS USED:

SPECIFIED CALENDAR DAYS: 175

CALENDAR DAYS USED: 188

SPECIFIED COMPLETION DATE:

PERCENT OF TIME ELAPSED: 107

PROJECT AUTHORIZATION: $296,680.03

EXCLUSIVE OF ENGINEERING: $273,154.74

ENGINEERING AUTHORIZATION: $23,525.29

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $316,234.81

ENGINEERING COST TO DATE: $20,900.00

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100

ESTIMATED PERCENT: OVERRUN 15.7 %

PERCENT OF AUTHORIZATION: 88 %

DATE PROJECT WAS COMPLETED: 8-19-81

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD		
100	100	100	100	100	n/a		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	0.34	0.34			0.34
MILES PARTIALLY COMPLETED	0.34	0.34			0.34
MILES COMPLETED	0.34	0.34			0.34
TOTAL ESTIMATED QUANTITIES (CONTRACT)	2,600 C.Y.	6,040 Ton			1,520 Ton
TOTAL QUANTITIES CORRECTED TO DATE	3,995 C.Y.	9,145 Ton			1,901 Ton
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	3,995 C.Y.	9,145 Ton			1,901 Ton
AVERAGE DAILY QUANTITIES	-	-			-
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME	complete	complete			complete
NUMBER OF SHIFTS PER DAY	-	-			-
HOURS PER SHIFT	-	-			-

EQUIPMENT USED DURING THE WEEK:

none

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 23	Fair	1		
MONDAY 24	Fair	1		
TUESDAY 25	Fair	1		
WEDNESDAY 26	Fair	1		
THURSDAY 27	Fair	1		
FRIDAY 28	Fair	1		
SATURDAY 29	Fair	1		

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AUG 31 1981
CONSTRUCTION BRANCH

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GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY 23	NO ACTIVITY
MONDAY 24	No activity
TUESDAY 25	No activity
WEDNESDAY 26	No activity
THURSDAY 27	Final Inspection by Region represented by Mr. Robert Pool in company with Mr. Reid Meritt.
FRIDAY 28	No activity
SATURDAY 22	NO ACTIVITY

REMARKS

This Week: Final inspection by Region by Mr. Robert Pool in company with Mr. Meritt

Next Week: Prepare semi-final estimate and submit 2nd Notification.

SIGNED David F Haste LOCATION The Dalles
for W. Reid Meritt

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED SUBMIT 3 COPIES

SP-F216 CONST - Orig. + 2 ; Reg.- 1; File-1

#9242 3-18-81 L.

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. M-4031(3)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Wasco

3. FROM
Robert B. Hathaway, Assistant Division Admin
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 80252

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 3/18/81

8. FEDERAL ROUTE NUMBER FAU 4031

9. STATE ROUTE NUMBER City Street

10. GENERAL LOCATION:
Mosier/The Dalles Highway - West 8th Street (The Dalles)

11. GENERAL DESCRIPTION OF WORK
Program change

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* Program change
See below

13. REMARKS

As requested in Mr. Swan's letter of 3/12/81 I approve the program change as follows:

1) Project location: Change to read "City Street, Mosier/The Dalles Highway S.W. 0.39 miles."

2) Miles: Change to read "0.385."

RECEIVED
STATE HWY ENGR
APR 6'81
REFER TO Moehring
FOR
Info | Inves | R/D | D/R | Sign | | File

Orig to: 4.6.81

14. DATE 3/18/81

15. SIGNATURE OF APPROVING OFFICIAL G. K.

16. TITLE Assistant Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

PRO 6-2

March 12, 1981

TO: E.J. Valach
Acting Division Administrator
Federal Highway Administration

Original Signed By
D. E. Swan

FROM: D.E. Swan
Operation Programming Engineer

SUBJECT: Program Change
Item No. 80252
Project No. M-4031(3)
Mosier/The Dalles Hwy. - W. 8th St. (The Dalles) Sec.
Wasco County

I request your approval of a program change to extend the "Beginning of Project" (the westerly limits) westerly a distance of one block, approximately 230 feet, to West 9th Street requiring modifications of the PR-1 form as follows:

1) Project Location: Change to read "City St., Mosier/The Dalles Hwy., SW 0.39 miles"

2) Miles: Change to read "0.385".

The contractor has indicated that the additional work will be done at present contract unit bid prices except for the lump sum items. Therefore, it is estimated the additional cost will add approximately $40,000 to the contract.

Upon your approval of this program change the Construction Division will negotiate terms with the Contractor and forward the proper documents under separate action.

JLG:bkc

cc: C.T. Keasey
Gary Zehner

a

Form 734-3122

9242

2-9-81
G

PROJECTS	OBLIGATED FED. FUNDS
10TH ST. BRIDGE	78,720
2ND & 3RD ST. SIGNALS	107,206
SNIPES (PE)	27,440
" (R/W)	57,296
" (CONST) BID.	261,078
TOTAL FED. FUNDS OBLIGATED	$531,740

ALLOCATED	
TO DATE	$392,194
5YR ADVANCE	$220,075
TOTAL	$612,269
LESS OBL.	$531,740
UNUSED 5YR ADVANCE =	$80,529 (FED. FUNDS)

STATUS - -3.2

Computed for Rex KNIESTEADT

2-9-81
Relayed to Rex & John Hagedorn.
G

9242

December 18, 1980

BCS

Wasco County
Courthouse
The Dalles, Oregon 97058

Attn: Rex Kniestedt
County Roadmaster

Gentlemen:

On December 18, 1980 the Highway Division received a satisfactory bid from Mid-Columbia Paving Co., P.O. Box 10448, Yakima, Washington 98909 for Mosier/The Dalles Hwy.-W. 6th Street (The Dalles) Section, FAU 4031. We anticipate the construction cost to be:

Contractor's Bid		$260,792.10
Additional Anticipated Items:		
Temporary Erosion Control	$100.00	
Roadside seeding & mulching	500.00	
		600.00
		$261,392.10
4 1/2% Contingencies		11,762.64
9% Engineering		23,525.29
ESTIMATED TOTAL CONSTRUCTION COST		$296,680.03

County's Advance Deposit:
6% of $296,680.03 = $17,800.80 or say $17,800.00

We will award the contract when we receive your advance deposit, which should arrive no later than January 9, 1981.

The attached sheet describes the three options for making your advance deposit. Please select the option you desire and submit your advance deposit according to the instructions.

Very truly yours,

D. E. Swan
Operation Programming Engineer

KEH:pf
Attachment
bcc w/AD # 852: John Hagedorn, Region 4 Federal Aid Engineer
Vern Skoog - Please return completed AD # 852 when advance deposit is received.

1 1 1/[illegible]

Section MOSIER/THE DALLES JY-W 8th ST (T. DALLES) Program. g Estimate $

Highway FAU 4031 Project Length

County WASCO Completion Time 175 Cal. days

Kind of Work GRADE & PAVE Est. Comp. Date

Prefix 333-1937 Letting Date 12/18/80 Project No. M-4031(3)

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount		$ 341,980
Anticipated Additional Items:		
Royalty Payment		
Permit Fees		
Slide Correction		
Railroad Protective Costs		
Other Railroad Costs		
Permanent Signing		
Permanent Pavement Striping		
Temporary Pavement Striping		
Remove Pavement Striping (Exist. & Temp.)		
Temporary Erosion Control	100	
State Furnished		
Roadside Seeding & Mulching	500	$ 600
Asphalt Cement Adjustment		
On the Job Trainees		
State Responsibility for Damages		
Signal Controller Testing (Engineering)		
Bikeway Signs		
Furnish Mailbox Posts		
Adjust Utilities:		
Subtotal		$ 342,580.00
Contingencies (4-1/2%)		15,416.10
Engineering (~~8~~, 9, ~~10~~%)		30,832.20
~~Subtotal~~		$
~~[illegible]~~		
Estimated Net Authorization, Construction		$ 388,828.30

APPROVED per John Hagadorn 11-[illegible]-80

John [illegible]
accepted [illegible]
60 [illegible]

Road Design Engineer

Rev. 5/79

GON STATE HIGHWAY DIVISION

SUMMARY--BID SCHEDULE--COST ESTIMATE

Sheet 1 of 2

Date

Section Mosier/The Dalles Hwy - W 8th St. (The Dalles)

County

Kind Of Work Grade & Pave

Length

Name Day 10-29-80

No	Item	Code	Unit	Quant.	Unit Cost	Total
	Mobilization		All	All	(8%)	25,000
	Temporary Protection and Direction of Traffic		All	All		2800^{00}
	Temporary Signs		Sq Ft	197	6^{00}	1182
	Temporary Barricades		Each	12	125^{00}	1500
	Flagmen		Hr	320	23^{50}	7520
	Roadwork					
	Clearing and Grubbing		All	All	-	2000^{00}
	Removal of Structures and Obstructions		All	All	-	1000^{00}
	General Excavation		Cu Yd	2600	7^{00}	18,200-
	Ditch Excavation		Cu Yd	163	10^{00}	1630-
	Trench Excavation		Cu. Yd.	1410	10^{00}	14,100-
	Finishing Road bed and Slopes		All	All	-	3000^{00}
	Watering		M-Gal	130	10^{00}	1300-
	1"-0 Aggregate Base		Ton	6040	11^{00}	66,440-
	Class "B" Asphalt Concrete		Ton	1520	41^{00}	62,320
	12-inch Sewer Pipe		Lin Ft	430	16^{00}	6,880-
	18-inch Sewer Pipe		Lin Ft	100	22^{00}	2,200
	21-inch Sewer Pipe		Lin Ft	24	29^{00}	696
	24-inch Sewer Pipe		Lin Ft	670	35^{00}	23,450-
	30-inch Sewer Pipe		Lin Ft	282	41^{00}	11,562-
	36-inch Sewer Pipe		Lin Ft	840	50^{00}	42,000
	Concrete Manholes		Each	4	1500^{00}	6000
	Special Manholes		Each	4	2500^{00}	10,000

GON STATE HIGHWAY DIVISION
SUMMARY--BID SCHEDULE--COST ESTIMATE

Sheet 2 of 2
Date

Section
County
Kind Of Work
Length
Name

No	Item	Code	Unit	Quant.	Unit Cost	Total
	Concrete Inlets, Type CG-2		Each	16	550^{00}	8800
	Concrete Driveways		Sq Yd	205	20^{00}	4100
	Concrete Curbs		Cu Yd	115	120^{00}	13800
	Extra for Asphalt Approaches		Each	5	250^{00}	1250
	Adjusting Manholes		Each	13	250^{00}	3250

9242

STATE OF OREGON
HIGHWAY DIVISION - ODOT

INTEROFFICE MEMO

TO: FILE

DATE: December 15, 1980

H. S. Coulter

FROM: H. S. Coulter
State Highway Engineer

SUBJECT: Footpaths and Bicycle Trails
December 18, 1980 Bid Letting

This is an informational report to document the Highway Division's action taken with regard to establishing footpaths and bicycle trails as set forth in ORS 366.514. Bids will be opened December 18, 1980 on the following projects:

1. Santiam Highway @ Clay Street (Albany)
   Santiam Highway, Linn County
   Traffic Signals

   Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

2. Pine Creek (Main Street) Bridge
   Main Street, Weston, Umatilla County
   Structure Repair
   Repair of existing structure

   Same as No. 1.

3. Scholls Highway @ S.W. Nimbus Avenue
   Scholls Highway, Washington County
   Traffic Signals

   Same as No. 1.

4. Cascade Highway South @ Warner/Milne Road
   Cascade Highway South, Clackamas County
   Grading and Paving
   Six-foot sidewalks with curb cuts and ramps provided for pedestrian and bicycle traffic

5. Pacific Highway-Main Avenue (Canyonville)
   East 1st Street, Douglas County
   Paving
   Five-foot sidewalks with curb cuts and ramps provided for pedestrian and bicycle traffic

Contains
Recycled

6. Fossil Creek-Bone Creek
John Day Highway, Grant County
Grading and Paving
Minor realignment and overlay
Twelve-foot travel lanes with four-foot shoulders

Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(c), which states, "footpaths and trails are not required to be established . . . where sparsity of population, other available ways or other factors indicate an absence of any need for such paths and trails."

7. Diversion Canal (Joe Wright, Reeder and Spring Lake Roads) Bridges
County Roads, Klamath County
Structures
Thirty-two-foot roadway available on structures and approaches

Same as No. 6.

8. Poodle Creek Road
Florence-Eugene Highway, Lane County
Grading, Paving and Structure
Structure widening and left-turn lane construction
Four-foot shoulders provided for pedestrian and bicycle traffic

Same as No. 6.

9. Little Luckiamute River (Smith Road) Bridge
Smith Road, Polk County
Structure
Bridge replacement project. Twenty-eight-foot roadway on structure and aggregate approaches

Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(b), which states, "footpaths and trails are not required to be established . . . if the cost of establishing such paths and trails would be excessively disproportionate to the need or probable use."

10. Rowell Street-LaCreole Drive (Dallas)
Hankel Street, Polk County
Grading and Paving
Twelve-foot travel lanes with eight-foot parking lanes. Five-foot sidewalks on each side provided for pedestrian and bicycle traffic

11. Wallace Bridge - Upper Salt Creek Road
Willamina-Salem Highway, Polk County
Grading and Paving and Structure
Overlay and widening. Five-foot shoulders to be striped and signed as "Narrow Bike Lane."

12. Elgin-Minam River Road
Wallowa Lake Highway, Union County
Grading and Paving
Overlay and Widening
Five-foot sidewalks in urban area provided for pedestrian and bicycle traffic. Four-foot shoulders provided on remainder of project.

13. Mosier/The Dalles Highway-W. 8th Street (The Dalles)
Snipes Street W., Wasco County
Grading and Paving
Five-foot sidewalks provided for pedestrian and bicycle traffic

RPS:ge

cc: E. S. Hunter
D. G. Talbot
L. E. George
F. E. Terpin
George Bell
Don Harwell

9242

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

11-25-80

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.
4031(3)

STATE PROJECT NO.
See below

FROM:
G.L. Green, Division Administrator
FHWA - Oregon Division

PROGRAM NO.

ITEM NO.
80252

COUNTY NAME
Wasco

PROGRAM STAGE (Check)
☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
DEC 5 - '80
REFER TO
Maehring
FOR
Info | Invest | R/O | C.R. | Supp | Act | File

12-5
orig

DATE PS&E APPROVED
11/25/80

DATE AUTHORIZATION EFFECTIVE
11/25/80

FEDERAL ROUTE NUMBER
FAU 4031

STATE ROUTE NUMBER
City Street

GENERAL LOCATION:
Mosier/The Dalles Hwy. - West 8th St. (The Dalles)

GENERAL DESCRIPTION OF WORK:
grade & pave

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY

PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION

☒ OTHER (Specify) temporary erosion control
$100

☐ ACQUISITION OF RIGHT-OF-WAY

CONSTRUCTION - ADVERTISE FOR RECEIPT
☒ OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

After concurrence in award you are authorized to proceed with those items listed above as shown in your Estimate.

Mr. Swan's 11/21/80 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $388,260, Federal Funds $342,250.

A signed copy of the Title Sheet is returned herewith.

DATE
11/25/80

SIGNATURE OF APPROVING OFFICIAL
G. K. H

TITLE
for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U. S. GOVERNMENT PRINTING OFFICE: 1975—631-085

9242

(MEMORANDUM)

FORM APPROVED BY
COMPTROLLER GENERAL,
U.S. MAY 12, 1966

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

VOUCHER FOR WORK PERFORMED UNDER PROVISIONS OF THE FEDERAL AID AND FEDERAL HIGHWAY ACTS, AS AMENDED

11-24-80

STATE VOUCHER NO.

FHWA VOUCHER NO.

FHWA SCHEDULE NO.

APPROPRIATION

PAID BY

(For use of Paying Office)

THE UNITED STATES, DR., TO *(Insert official or depositary named in project agreement)*
Treasurer of the State of Oregon

ADDRESS
Capitol Bldg.
Salem, OR 97310

STATE
Oregon

VOUCHER TYPE *(Check Appropriate Block)*
☐ CURRENT BILLING
☐ OTHER PROGRESS
☒ FINAL VOUCHER (*)

FEDERAL AID PROJECT NO.
M-4031(1)

VOUCHER PERIOD
FROM 8-3-73
TO 11-24-80

(*) Use Form FHWA-1447 for Final Voucher for a project constructed under certification acceptance or secondary road procedures (23 U.S.C. 117).

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
$30,459.83	$30,459.83	85.77%	$26,125.40	$26,125.40	$ 0.00

RECEIVED DIVISION OFFICE
BY
DATE

DIVISION OFFICE REVIEW MADE
BY
DATE

PASSED FOR PAYMENT
BY
DATE

REMARKS Oregon

4/17/81 V.E. Skeeg, Controller

$ 0.00

FORM PR-20A
(Rev. 5-78)

PREVIOUS EDITIONS ARE OBSOLETE

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	Mosier/The Dalles Hwy. - W. 10th Street (The Dalles) Section Wasco County					
	Preliminary Engineering Type Code P.E. State		All Required		$30,459.83	
	Total Project Costs				$30,459.83	
	Prepared based on Participating Costs as shown on Federal Billing as of 4/23/81.					
	AMOUNT CARRIED FORWARD					

```
     332   1999       923       00 P 1                                                     160.04
                      TOT       P1                                                       1,957.75
                      TOT       N1                                                           3.04
                   ** JOB TOTALS **                    **                **              1,960.79  **

                                                                                                   STATE
  CONT NO          FA PROJ NOS                                                          27,825.40CR
     333   1931       296       00 N 9  Tr. st.                                           1,700.00
     333   1931       297       00 N 9  "  Co.                                           26,125.40
     333   1931       298       00 N 9  "  Fed.                                          16,129.74
     333   1931       901       00 P 1  Proj. Mgr.                                        4,440.90
     333   1931       905       00 P 1  Fin. Des.                                         5,304.57
     333   1931       909       00 P 1  R/w Descrip                                         812.88
     333   1931       910       00 P 1  Req. Geol.                                          581.40
     333   1931       911       00 P 1  Tr. Sec.                                            491.10
     333   1931       913       00 P 1  R/w Liaison                                          35.90
     333   1931       914       00 P 1  Req.-Ut. Liac.                                      589.63
     333   1931       918       00 P 1  Loc.                                                161.19
     333   1931       920       00 P 1  Proj. Sec.                                        1,051.88
     333   1931       921       00 P 1  Specs


SUMMARY - EXPENDITURES & LEDGERS                          OCTOBER 1983        PAGE  914
                                                              FISCAL           GRAND TOTAL
DESCRIPTION       PREFIX  FUNCTION SUB F.  GR  CURRENT MONTH   YEAR TO DATE        TO DATE
     333   1931       922       00 P 1  Adm. Serv.                                           19.87
     333   1931       923       00 P 1  Env. Sec.                                           151.08
     333   1931       950       00 P 1  Train Course                                         57.71
     333   1931       980       00 P 1  Pub. Hear.                                          631.98
                      TOT       P1                                                       30,459.83
                   ** JOB TOTALS **                    **                **             30,459.83  **

                                                                                                   STATE
  CONT NO          FA PROJ NOS                                                            1,034.18
     333   1932       295       00 N 9                                                    6,757.21CR
     333   1932       296       00 N 9                                                    5,723.03
     333   1932       298       00 N 9                                                      544.91
     333   1932       901       00 P 1                                                    4,150.00
     333   1932       904       00 P 1                                                    1,245.73
     333   1932       905       00 P 1                                                       34.24
     333   1932       910       00 P 1                                                        2.40
     333   1932       914       00 P 1                                                       63.50
     333   1932       920       00 P 1                                                      583.37
     333   1932       921       00 P 1                                                       56.00
     333   1932       921       00 N 1                                                       48.38
     333   1932       922       00 P 1                                                       28.68
     333   1932       922       00 N 1                                                    6,672.53
                      TOT       P1                                                           84.68
                      TOT       N1                                                        6,757.21
                   ** JOB TOTALS **                    **                **              6,757.21  **
```

SE HOL

ACCOUNT

BNRR

801
BILLING NUMBER 13

OREGON STATE HIGHWAY DEPARTMENT
FHWA BILLING VOUCHER

PREFIX GRP FED AID PROJ FL APPR	AGREEMENT AMOUNT	TOTAL COSTS TO DATE	PARTIC. AMOUNT	% OF PARTIC	FEDERAL SHARE	AMOUNT PREV. CLAIMED	ADJUSTMENT AND CODE	AMOUNT OF THIS VOUCHER
331-1947 1# M -4620-001 APPR-W32	15,710.10	17,815.94	17,815.94	88.18	15,710.10	15,710.10		
331-1951 1 RRS -4715-001 APPR-138	1,800.00	92.35	92.35	90.00	83.12	83.12		
332-1999 1# SOS -3201-001 APPR-680	1,726.34	1,960.79	1,957.75	88.18	1,726.[illegible]	1,726.34		
333-1931 1# M -4031-001 APPR-W32	26,125.40	30,459.83	30,459.83	85.77	26,125.40	26,125.40		
333-1932 1# SOS -3301-001 APPR-680	5,723.03	6,757.21	6,672.53	85.77	5,723.03	5,723.03		
334-1901 1 X10 -9022-006 APPR-772	53,000.00	39,318.83	39,160.73	85.00	33,286.62	33,286.62		
334-1902 1 X10 -0000-039 APPR-772	9,500.00	492.19	357.47	85.00	303.85	303.85		
334-1903 1 HES -9266-001 APPR-141	9,900.00	1,417.73	1,417.73	90.00	1,275.96	1,275.96		
334-1904 1 RRP -000S-035 APPR-139	1,800.00	213.51	213.51	90.00	192.16	192.16		
334-1908 1# MG -9556-001 APPR-W37	358.00	377.63	358.00	100.00	358.00	358.00		
334-1912 1 M -9088-001 APPR-W36	205,312.17	242,621.58	239,291.58	85.80	205,312.18	205,312.17	.01 8	
2 X1 -9088-001 APPR-823	53,091.00	62,460.00	62,460.00	85.00	53,091.00	53,091.00		
3 X10 -9088-001 APPR-580	41,820.00	49,200.00	49,200.00	85.00	41,820.00	41,820.00		
334-1912 PREFIX TOTALS	300,223.17	354,281.58	350,951.58		300,223.18	300,223.17	.01	
334-1936 1# RRS -5155-001 APPR-138	944.51	1,049.45	1,049.45	90.00	944.51	944.51		
334-1950 1# RRS -0032-003 APPR-138	315.88	1,474.95	350.98	90.00	315.88	315.88		
334-1960 1 RRS -9091-001 APPR-138	1,800.00	266.69	266.69	90.00	240.02	240.02		
334-1962 1# RRS -9028-002 APPR-138	127.94	328.39	142.16	90.00	127.94	127.94		
334-1963 1# M -0000-007 APPR-W36	110,742.49	130,401.36	129,070.50	85.80	110,742.49	110,742.49		
334-1964 1 M -9326-003 APPR-W36	205,773.00	233,860.38	226,219.06	85.80	194,095.95	194,095.95		
2 X10 -9326-003 APPR-772	62,186.00	73,160.00	73,160.00	85.00	62,186.00	62,186.00		
334-1964 PREFIX TOTALS	267,959.00	307,020.38	299,379.06		256,281.95	256,281.95		
334-1965 1# SOS -3402-001 APPR-680	295.32	344.19	344.19	85.80	295.32	295.32		
334-1967 1# M -9043-002 APPR-W36	95,360.00	112,788.96	111,142.19	85.80	95,360.00	95,[illegible].00		
2 X10 -9043-002 APPR-580	17,084.81	20,099.78	20,099.78	85.00	17,084.81	17,084.81		
334-1967 PREFIX TOTALS	112,444.81	132,888.74	131,241.97		112,444.81	112,444.81		

PROGRAM SECTION
MANAGER ____ RESOURCE UNIT ____
FA UNIT ____ PROGRAM UNIT ____
AUG 14 1984
REFER TO ____
R/D ____ ACT ____ REPLY ____
DISC ____ INFO ____ FILE ____

(MEMORANDUM)

FORM APPROVED BY
COMPTROLLER GENERAL,
U.S. MAY 12, 1966

S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

STA VOUCHER NO.

VOUCHER FOR WORK PERFORMED UNDER PROVISIONS OF THE FEDERAL AID AND FEDERAL HIGHWAY ACTS, AS AMENDED

FHWA VOUCHER NO.

APPROPRIATION

FHWA SCHEDULE NO.

THE UNITED STATES, DR., TO *(Insert official or depositary named in project agreement)*

PAID BY

(For use of Paying Office)

ADDRESS Treasurer of the State of Oregon

Capitol Bldg.
STATE Salem, Or 97310

VOUCHER F Oregon

FROM 3/27/80

TO 6/30/82

VOUCHER TYPE *(Check Appropriate Block)*

☐ CURRENT BILLING

☐ OTHER PROGRESS

☒ FINAL VOUCHER (*)

FEDERAL AID PROJECT NO. M-4031(2)

(*) Use Form FHWA-1447 for Final Voucher for a project constructed under certification acceptance or secondary road procedures (23 U.S.C. 117).

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
$69,349.18	$71,474.87	88.18%	$63,026.54	$63,026.54	$ 0.00

RECEIVED DIVISION OFFICE	DIVISION OFFICE REVIEW MADE	PASSED FOR PAYMENT
BY DATE	BY DATE	BY DATE

REMARKS Oregon

7/28/82 V.E. Skoog, Controller

R/W

$ 0.00

FORM PR-20A
(Rev. 5-78)

PREVIOUS EDITIONS ARE OBSOLETE

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	Mosier/The Dalles Hwy.-W 10th St. (The Dalles) **Wasco County**					✓
	Type Code R.O.W. Right of Way (Sta. 10+00 To Sta. 37+00) Right of Way work by Wasco County	All Required			$50,885.00	
	Acquisition Expense State	All Required			20,282.11	
	Misc. Project Expense Audit Expense	All Required			307.76	
	Total Participating Cost				$71,474.87	
	Nonparticipating Items Acqusition Expense	All Required			$ 889.25	
	Wasco Co. Share of Proejct	All Required			(3,014.94)	
	Total Nonparticipating Cost				$(2,125.69)	
	Total Project Cost				$69,349.18	

Participating Costs are for ROW actually incorporated in the final project and all costs have been previously certified by the ROW Engineer

Latest Revised plans (Sheet #2) Approved by FHWA 7/7/82

Prepared based on Participaitng Costs as shown on Federal Billing as of 7/29/82.

AMOUNT CARRIED FORWARD . . . .

TOTAL TO DATE JOB COST SUMMARY

AUGUST 1[illegible]82 PAGE 960

DESCRIPTION OF JOB OR DEPARTMENT	PREFIX		FUNCTION	OR			CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE	
	331	2509	408	00	P	2			11,175.00	
	331	2509	407	00	P	1			4,100.53	
	331	2509	407	00	P	2			2,394.14	
	331	2509	408	00	P	1			121.61	
	331	2509	412	00	P	1			283.51	
	331	2509	414	00	P	1			2,415.56	
	331	2509	414	00	N	1			7.11	
	331	2509	415	00	P	1			35.10	
	331	2509	419	00	P	1			29.20	
	331	2509	426	00	P	1			96.28	
	331	2509	470	00	P	1			15.18	
	331	2509	712	00	P	1			420.00	
	331	2509	913	00	P	1			66.[illegible]	
	331	2509	920	00	P	1			99.33	
	331	2509	926	00	N	1			43.92	
	331	2509	930	00	P	1	1.70	1.70	561.16	
			TOT	P1			1.70	1.70	15,623.71	
			TOT	P2					13,529.14	
			TOT	N1					51.03	
			** JOB TOTALS **				1.70 **	1.70 **	29,203.88	**
										STATE
MOSIER-THE DALLES HWY W 10TH CONT NO			I FA PROJ NOS M	031002 100						
	333	2510	296	GO	N	1	Loc. Match		3,014.94CR	
	333	2510	296	[illegible]	N	9	Tr. St. 5,730.54CR	5,730.54CR	6[illegible],026.54CR	
	333	2510	298	00	N	9	" Fed. 5,730.54	5,730.54	63,026.54	
	333	2510	407	00	P	1	Appr., Wit. Fees, Title Costs		11,471.87	
	333	2510	407	00	N	1	" " "		88.64	
	333	2510	414	00	P	1	Neg. Exp.		8,372.57	
	333	2510	414	00	N	1	" "		800.61	
	333	2510	903	00	P	1	Pay Co.		50,885.00	
	333	2510	915	00	P	1	Audit Serv.		314.19	
	333	2510	930	00	P	1	R/W off Exp.		431.24	
			TOT	P1					21,424.82	
			TOT	N1					2,125.69CR	
			** JOB TOTALS **				**	**	69,349.18	**
										STATE
TUALATIN-NIBERG CR BR SW65 AV CONT NO			FA PROJ NOS M	000011 100						
	334	2526	296	00	N	9	2,646.21CR	2,629.30CR	109,325.00CR	
	334	2526	297	00	N	9			7,825.00	
	334	2526	298	00	N	9	2,648.21	2,629.30	101,500.00	
	334	2526	401	00	P	1			48,350.00	
	334	2526	405	00	P	1			47,000.00	
	334	2526	407	00	P	1			8,900.91	
	334	2526	412	00	P	1			128.69	
	334	2526	413	00	P	1			15.83	
	334	2526	413	00	N	1			17.06CR	
	334	2526	414	00	P	1			1,160.68	

OREGON STATE HIGHWAY DEPARTMENT
FHWA BILLING VOUCHER

PREFIX GRP FED AID PROJ FL APPR	AGREEMENT AMOUNT	TOTAL COSTS TO DATE	PARTIC. AMOUNT	% OF PARTIC	FEDERAL SHARE	AMOUNT PREV. CLAIMED	ADJUSTMENT AND CODE	AMOUNT OF THIS VOUCHER
326-2574 1 XI -9926-006 APPR-823		447.60		86.00				
326-2575 1 X10 -9877-002 APPR-772	56,250.00	19,137.29	19,137.29	85.00	16,266.70	16,266.70		
326-2577 1 X10 -9867-[illegible] APPR-77[illegible]	990,250.00	811,624.53	809,645.58	85.00	688,198.74	687,707.52		491.22
326-2578 1 XI -9326-007 APPR-823	106,250.00	82,098.66	82,098.66	85.00	69,783.86	69,777.30		6.56
326-2580 1 X10 -9891-003 APPR-772	63,750.00	82,325.78	81,742.45	85.00	69,481.08	63,750.00	5,731.08 B	
326-2581 1 X10 -9302-002 APPR-580	43,775.00	25,742.06	25,742.06	85.00	21,880.75	16,847.21		5,033.54
327-2510 1 M -6120-002 APPR-W32	29,970.00	2,244.66	2,244.66	88.15	1,978.67	1,978.67		
331-2509 18 M -4645-002 APPR-W32	13,405.14	15,674.74	15,623.71	85.80	13,405.14	13,405.14		
28 TOM -4645-002 APPR-124	11,608.00	13,529.14	13,529.14	85.80	11,608.00	11,608.00		
331-2509 PREFIX TOTALS 333-2510 18 M -4031-002 APPR-W32	25,013.14 63,026.54	29,203.88 69,749.12	29,152.85 71,474.87	88.18	25,013.14 63,026.54	25,013.14 63,026.54		
334-2526 1 M -0000-011 APPR-W36	101,500.00	117,003.85	117,020.91	88.10	103,095.42	101,500.00	1,595.42 B	
334-2533 1 X10 -9088-003 APPR-772	660,025.00	784,699.72	784,626.97	85.00	666,932.92	614,573.27	6,907.92 B	45,451.73
334-2538 1 X10 -9088-004 APPR-580	506,345.00	32,812.71	32,812.71	85.00	27,890.80	22,956.59		4,934.21
336-2513 1 M -5885-002 APPR-W32	7,933.00	8,675.02	8,675.02	88.10	7,642.69	7,642.69		
434-2536 1 BROS-3400-007 APPR-117	2,000.00	2,000.00	2,000.00	100.00	2,000.00	2,000.00		
9		2,000.00-						
434-2536 PREFIX TOTALS 436-2514 1 RRO -000S-037 APPR-685	2,000.00		2,000.00	100.00	2,000.00	2,000.00		
9								
436-2514 PREFIX TOTALS 503-2523 18 RS -A882-001 APPR-075	17,692.86	21,673.77	20,621.05	85.80	17,692.86	17,692.86		
504-2518 18 RS -A737-001 APPR-075	2,214.21	2,511.01	2,511.01	88.18	2,214.21	2,214.21		
508-2506 18 RS -A301-002 APPR-075	29,162.93	33,072.05	33,072.05	88.18	29,162.93	29,162.93		
514-2509 18 RS -B428-001 APPR-075	7,531.03	9,042.83	8,777.43	85.80	7,531.03	7,531.03		
517-2513 1 RS -A323-001 APPR-075	440.00	1,172.54	1,172.54	85.80	1,006.04	440.00	566.04 B	

333-1028

(ORIGINAL)

FORM APPROVED BY
COMPTROLLER GENERAL,
U.S. MAY 12, 1966

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

VOUCHER FOR WORK PERFORMED UNDER PROVISIONS OF THE FEDERAL AID AND FEDERAL HIGHWAY ACTS, AS AMENDED

STATE VOUCHER NO.

FHWA VOUCHER NO.

FHWA SCHEDULE NO.

APPROPRIATION

THE UNITED STATES, DR., TO *(Insert official or depository named in project agreement)*
Treasurer of the State of Oregon

ADDRESS
Capitol Building
Salem, OR 97310

PAID BY

(For use of Paying Office)

STATE
Oregon

VOUCHER PERIOD
FROM 11/25/80
TO 5/14/84

VOUCHER TYPE *(Check Appropriate Block)*
☐ CURRENT BILLING
☐ OTHER PROGRESS
☒ FINAL VOUCHER (*)

FEDERAL AID PROJECT NO.
M-4031 (3)

(*) Use Form FHWA-1447 for Final Voucher for a project constructed under certification acceptance or secondary road procedures (23 U.S.C. 117).

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
$369,265.76	$369,033.05	.8815	$325,302.63	$325,302.63	$0.00

I certify that the costs shown in this voucher have been incurred in accordance with terms of project agreements; applicable State and Federal laws or regulations; and that no claim has previously been submitted for costs claimed.

STATE HIGHWAY AGENCY	DATE	SIGNATURE OF AUTHORIZED OFFICIAL

I certify that supporting records for costs claimed, and the referenced project (if applicable), have been subjected to required reviews, approvals and inspections by the Federal Highway Administration and that the amount approved is justly due.

AMOUNT SUBMITTED
$0.00
ADJUSTMENTS
AMOUNT APPROVED

SIGNATURE OF FHWA REPRESENTATIVE
(SIGN ORIGINAL ONLY)

DATE APPROVED

FORM PR-20
(REV. 5-78)

PREVIOUS EDITIONS ARE OBSOLETE

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	Mosier/The Dalles Hwy.-W. 8th St. (The Dalles) Snipes St. W (The Dalles) Wasco County					
	Construction Type Code 6201 Roadway (Sta. 19+30 to Sta. 37+30)					
	Final Contract Payment Summary	Lump Sum			$329,083.57	
	Construction Engineering					
	State	All Required			39,949.48	
	Total Participating Project Cost				$369,033.05	
	Non Participating Project Cost					
	Interest on Final Payments	All Required			$ 222.71	
	Construction Engineering (State)	All Required			10.00	
	Total Non Participating Project Cost				$ 232.71	
	TOTAL PROJECT COST				$369,265.76	
	Prepared based on Participating cost as shown on the Federal Billing as of 6/21/84.					
	AMOUNT CARRIED FORWARD					

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ACCOUNT SUMMARY - EXPENDITURES & LEDGERS                                        JUNE 1984         PAGE  321
                                                                                  FISCAL          GRAND TOTAL      ACTIVE YRS
                                  PREFIX  FUNCTION SUB F.  GR  CURRENT MONTH   YEAR TO DATE        TO DATE         BEG    END
       DESCRIPTION

                                                                                                                  STATE
MOSIER/THE DALLES-W 8TH     CONT NO 9242 * FA PROJ NOS M    4031003 100
                                    333     1028     201      00 P 1 Pay Cont.  450.00CR       450.00CR       329,083.57 ✓     81     84
                                    333     1028     203      00 P 1            450.00         450.00                          81     84
                                    333     1028     206      00 N 1 Int.                                         222.71 ✓     82     82
                                    333     1028     296      00 N 9 Tr. St.      7.94          21.03CR       340,102.63CR     81     84
                                    333     1028     297      00 N 9 " Lo                                      14,800.00       82     82
                                    333     1028     298      00 N 9 " Fed        7.94CR        21.03         325,302.63       81     84
                                    333     1028     900      00 P 1 Const. Engr.                              36,416.12       81     82
                                    333     1028     900      00 N 1 "    "                                        10.00       81     81
                                    333     1028     920      00 P 1 Prog. Sect.                                  111.91       81     82
                                    333     1028     940      00 P 1 Salem Lab.                                 1,519.80       81     81
                                    333     1028     944      00 P 1 Tech. Serv.                                  159.46       82     83
                                    333     1028     945      00 P 1 Const. Sec.                33.04           1,318.21       81     84
                                    333     1028     946      00 P 1 Reg. Off.                                    423.98       81     82
                                    333     1028     948      00 P 1              9.00CR         9.00CR                        81     84
                                                     TOT         P1               9.00CR        24.04         369,033.05
                                                     TOT         N1                                               232.71
                                                  ** JOB TOTALS **                9.00CR**      24.04  **     369,265.76  **

                                                                                                                  STATE
E MAIN ST-ECL(HILLSBORO)    CONT NO 9846    FA PROJ NOS X10 9022009 100
                                    334     1005     900      00 P 1          1,234.02       1,243.85          1,243.85       84     84
                                    334     1005     920      00 P 1             19.02          19.02             19.02       84     84
                                                     TOT         P1           1,253.04       1,262.87          1,262.87
                                                  ** JOB TOTALS **            1,253.04  **   1,262.87  **      1,262.87  **

                                                                                                                  STATE
PROG INTCHGOFFRMPSCHOLLSFRYRD CONT NO 8952 * FA PROJ NOS M    9234004  48 XI   9234004  52
                                    334     1035     201      00 P 1                         5,568.00        130,240.35       79     84
                                    334     1035     201      00 P 2                         6,032.00        311,386.45       80     84
                                    334     1035     201      00 N 1                           500.00CR        3,868.10       81     84
                                    334     1035     203      00 P 1                         5,525.38CR       10,613.38CR     80     84
                                    334     1035     203      00 P 2                         5,985.82CR       11,497.82CR     81     84
                                    334     1035     203      00 N 1                           457.38            957.38       81     84
                                    334     1035     203      00 N 2                            46.18CR           46.18CR     84     84
                                    334     1035     205      07 P 1                         4,638.72                          82     83
                                    334     1035     208      00 N 1                                              17.04CR     82     82
                                    334     1035     208      00 N 2                                              18.46CR     82     82
                                    334     1035     260      05 P 1                                             667.88       81     81
                                    334     1035     260      05 N 1                                               2.20       81     81
                                    334     1035     270      01 P 1                                           1,068.68       79     80
                                    334     1035     270      02 P 1                                           2,820.48       80     81
                                    334     1035     270      02 N 1                                             143.03       80     80
                                    334     1035     270      03 P 1                                             192.63       80     81
                                    334     1035     270      04 P 1                            28.17             57.42       81     84
                                    334     1035     270      07 P 1                           630.28CR       45,785.13       81     84
                                    334     1035     270      08 P 1                                          11,339.65       81     82
                                    334     1035     270      08 N 1                                             109.17       81     81
```

B01
BILLING NUMBER 04

OREGON STATE HIGHWAY DEPARTMENT
FHWA BILLING VOUCHER

08/02/84

PREFIX	GRP FL	FED AID PROJ APPR	AGREEMENT AMOUNT	TOTAL COSTS TO DATE	PARTIC. AMOUNT	% OF PARTIC.	FEDERAL SHARE	AMOUNT PREV. CLAIMED	ADJUSTMENT AND CODE	AMOUNT OF THIS VOUCHER
326-1079	1	RRS -9311-002 APPR-138	81,156.00			90.00				
326-1089	1	RR00-000S-029 APPR-686	150,975.00	764.18	764.18	90.00	687.76	687.76		
327-1009	1	PMS -000S-114 APPR-140	52,810.00	53,277.68	53,164.25	100.00	53,164.25	52,810.00	354.25 B	
	8	PMS -000S-114 APPR-140	3,228.00	7,705.41	7,566.78	100.00	7,566.78	3,228.00	4,338.78 B	
327-1009		PREFIX TOTALS	56,038.00	60,983.09	60,731.03		60,731.03	56,038.00	4,693.03	
327-1010	1#	BRS -A559-004 APPR-118	52,514.49	65,848.10	65,643.11	80.00	52,514.49	52,514.49		
327-1097	1#	M -6120-001 APPR-W32	347,734.70	535,044.60	425,103.55	81.80	347,734.70	347,734.70		
	8#	M -6120-001 APPR-W32	20,450.00	29,533.49	25,000.00	81.80	20,450.00	20,450.00		
327-1097		PREFIX TOTALS	368,184.70	564,578.09	450,103.55		368,184.70	368,184.70		
330-1034	1	RRS -3495-001 APPR-138	150,758.45	167,058.84	167,510.50	90.00	150,759.45	150,753.29	1.00 B	5.16
330-1044	1#	RRP -3465-001 APPR-139	105,009.04	116,651.13	116,676.50	90.00	105,008.85	105,008.85		
330-1068	1#	RRP -000S-036 APPR-139	2,613.47	2,938.10	2,903.85	90.00	2,613.47	2,613.47		
	2#	RR00-000S-036 APPR-686	67,030.16	74,477.95	74,477.95	90.00	67,030.16	67,030.16		
330-1068		PREFIX TOTALS	69,643.63	77,416.05	77,381.80		69,643.63	69,643.63		
330-1073	1#	BHOS-3003-001 APPR-117	40,099.30	50,183.38	50,124.13	80.00	40,099.30	40,099.30		
330-1078	1	PMS -000S-108 APPR-140	16,760.00	8,919.84	8,919.84	100.00	8,919.84	8,919.84		
331-1005	1	RRP -000S-010 APPR-139	152,485.00	160,395.72	160,299.02	90.00	144,269.12	144,269.12		
331-1012	1#	M -4620-002 APPR-W32	207,627.93	254,844.09	253,730.82	81.83	207,627.93	207,627.93		
	8#	M -4620-002 APPR-W32	45,270.90	55,323.34	55,323.11	81.83	45,270.90	45,270.90		
331-1012		PREFIX TOTALS	252,898.83	310,167.43	309,053.93		252,898.83	252,898.83		
331-1017	1L	BHOS-3101-001 APPR-114	90,540.00	71,283.54	71,256.79	80.00	57,005.43	70,643.42	14,251.36 L	613.37
331-1098	1#	BRM -4645-003 APPR-115	1657,494.56	2214,498.18	2209,992.75	75.00	1657,494.56	1657,494.56		
	2	M -4645-003 APPR-W32	185,305.16	216,100.51	216,048.92	85.77	185,305.16	185,305.16		
331-1098		PREFIX TOTALS	1842,799.72	2430,598.69	2426,041.67		1842,799.72	1842,799.72		
331-1022	1#	M -4631-001 APPR-W32	325,302.63	369,265.76	369,033.05	88.15	325,302.63	325,302.63		

9242

Highway #733

PREFIX 333-1931

OREGON STATE HIGHWAY DIV[illegible]ON
117 DOT Building
Salem, Oregon 97310

Attention: Right-of-Way Section 11-18-80

Subject: Federal Aid Project No.
Project Name Mosier / The Dalles Hwy - W. 8th St. (The Dalles)
Snipes St. West

Regarding the above referred to federal aid project, we hereby certify that to the best of our knowledge and belief:

A. Existing Right-of-Way

☐ 1. All construction can be accomplished completely within the existing right-of-way. This existing right-of-way was acquired prior to January 2, 1971.

B. New Right-of-Way

☒ 1. This project required additional right-of-way purchased after January 2, 1971. Right-of-way, easements, or rights-of-entry required for this project have been secured in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, and all incidental charges related to the transfer of property will be paid by thecountyin accordance with said Act.

☒ a. There has been no displacement of persons from residences, farms or businesses.

OR

☐ b. There has been displacement of persons from either residences, farms or businesses and in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, displaced persons, businesses, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals or families have been relocated to decent, safe and sanitary housing or have been offered decent, safe, sanitary and fair housing immediately available on the open market.

C. Utilities

☒ 1. The occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to federal aid project have been authorized by permit, franchise, or other approved procedure.

Signed at The Dalles, Oregon, this 12th day of November, 1980

County of Wasco

Certified By:

Regional Right-of-Way Supervisor
Date Nov. 18, 1980

Rick Cantrell
County Judge/Chairman

John Conroy
Commissioner

Instructions: Complete A or B and C.

9242

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

PRO 6

October 27, 1980

TO: G. L. Green, Division Administrator
Federal Highway Administration

FROM: D. E. Swan
Operation Programming Engineer

SUBJECT: Project Data Submission
Item No. 80252
Project No. M-4031(3)
Mosier/The Dalles Hwy.-W. 8th St. (The Dalles) Section
Wasco County

Attached support data consists of PR-1 forms with project maps.

It is the Oregon State Highway Division's present intention to receive bids for the project on December 18, 1980.

A copy of the State Clearinghouse A-95 review approval letter has been previously forwarded.

DRH:bke
Attachments

cc: D.D. Allen (Region 4)
General Files
Gary Zehner, w/att.

Form 734-3122

Budget Bureau No. 41-R206

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O.

FORM PR-1 (REV. 4-61)

10-27-80

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

CARD 2	REPORT NUMBER (19) (20)	PROJECT LOCATION (45 typewriter spaces) 21 City St., Mosier/The Dalles Hwy., S.W. 0.34	ADT	PRESENT 1,600	FUTURE 2,700	YEAR 98	REGION 10	STATE NAME Oregon

CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) Grade, Drain & H-T Pave	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S) M-	NUMBER 4031

CARD	CLASS OF FEDERAL FUNDS Urban System	COUNTY NAME Wasco
	NAME OF URBAN AREA 17-31 The Dalles	ROUTE NO. U — FEDERAL-AID 4031 — STATE City St. — U.S. ---

ESTIMATED PROJECT COST BY PHASES

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	CLASS	WORK TYPE	WORK STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS (88.15%)	STATE FUNDS	OTHER FUNDS
1	(14-18)	(19	41	42	43 46	53		(54) (58)	(59) (66)	(67) (75)		
5					**PE**							
5					**ROW**							
5					**CONST** (CODE) 6201		"Mosier/The Dalles Hwy. W. 8th St. (The Dalles) Section."	0.341	375,000	330,560	22,220	22,220

CARD 1	CODE 1	PREPARED BY DRH	PROJECT TOTALS	0.341	375,000	330,560	22,220	22,220
1	14	PROGRAM APPROVAL DATES 333-1931			(16) (23)	(24) (32)	REMARKS Additional Data: Item No. 8 M-4031(1)	

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

FORM PR-1
(REV. 4-61)

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

10-27-80

CT LOCATION (45 typewriter spaces)	ADT	PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
St., Mosier/The Dalles Hwy., S.W. 0.34		1,600	2,700	98	10	Oregon	41	W32	80252

ORK (35 typewriter	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	I. Projects Only POST MI.	DESIG.
-T Pave								M-	4031	(3)		

Urban System

COUNTY NAME: Wasco CODE: 065

PROGRAM STAGE ☐ 1 OR ☐ 2

ROUTE NO. U FEDERAL-AID: 4031 STATE: City St. U.S.: ---

The Dalles

ESTIMATED PROJECT COST BY PHASES

ORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS (88.15%)	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
W								
NST		"Mosier/The Dalles Hwy. W. 8th St. (The Dalles) Section."	0.341	375,000	330,560	22,220	22,220	ROW-60' min.; ACCESS CONTROL-none; PARKING RESTRICTIONS-none.
DRH	PROJECT TOTALS		0.341	375,000	330,560	22,220	22,220	

VAL DATES

REMARKS
Additional Data: Item No. 80252; Project Nos.
M-4031(1) &(2).

-over-

USCOMM DUSCOMM-DC 48905-P61

MOSIER/THE DALLES HWY. - W. 8TH ST. (THE DALLES) SECTION
PROJECT NO. M-4031(3)

Remarks continued:

Project Data: The work under this project consists of grade, drain, H-T pavement of existing facility to provide a 44 ft. curbed section having 2-12 foot travel lanes, 10 foot parking on both sides and sidewalks. Utility adjustments as required and incidental work common to this type of project.

Accomodation of Utilities: A State-County agreement to comply with paragraph 6d(1) of PPM 30-4.1 was executed 6-12-78.

Maintenance: A State-County agreement to comply with Section 116, Title 23 U.S.C. was executed 6-12-78.

NOTE: This project is in Congressional District No. 2

9242

INDEX OF SHEETS	
SHEET NO.	DESCRIPTION
1	Title Sheet
2	Typical Sections & Summary
2A	Special Manhole Detail
2B	Pipe Data Sheet
3&4	Plan & Profile

9-3-80

Temporary Protection And Direction Of Traffic Will Be Written In The Specifications.

STATE OF

DEPARTMENT OF TR

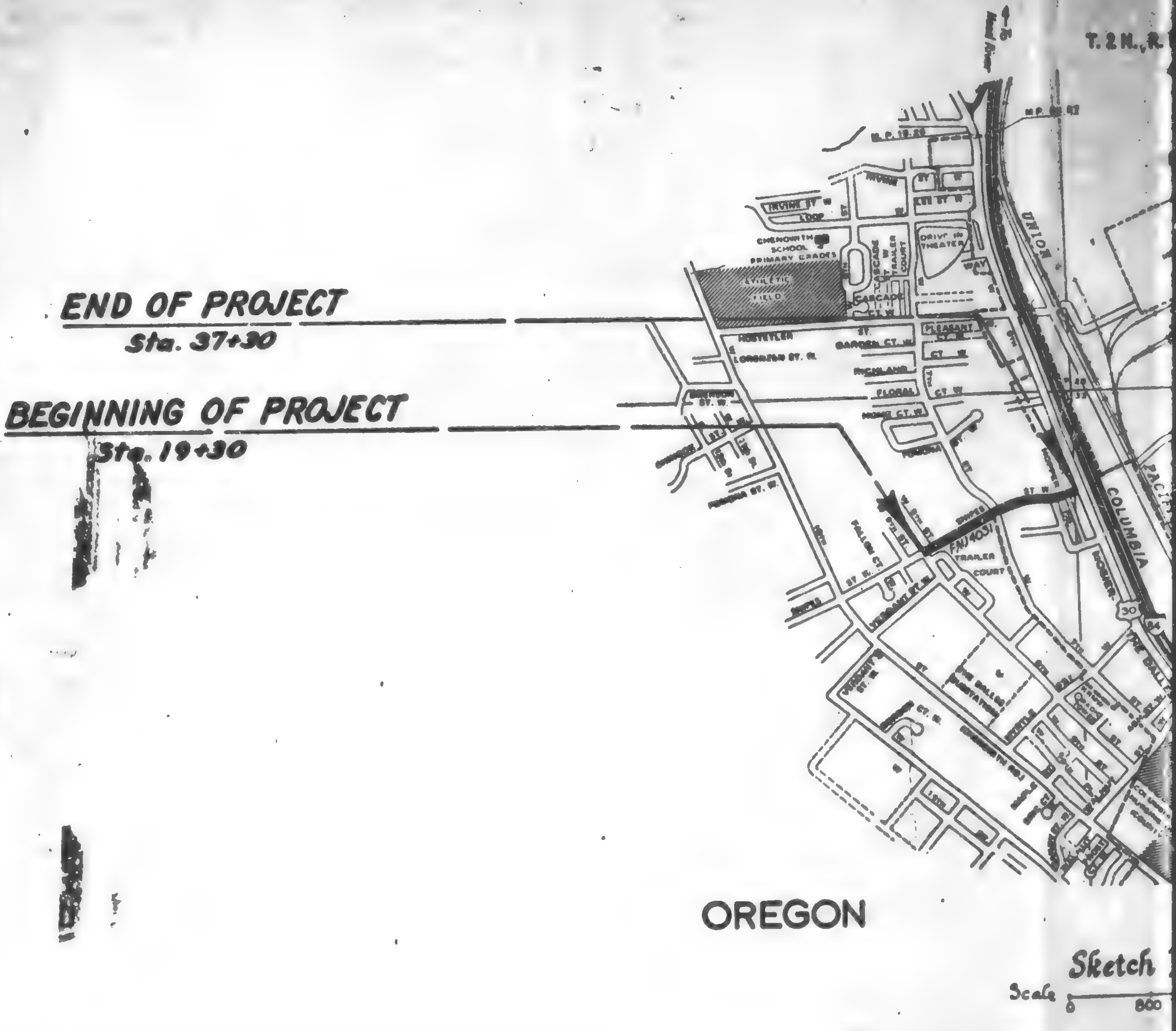
STATE HIGHWA

PLANS FOR PROPOS

MOSIER/THE DALLES HWY.-W.

FAU 4031 (SNIP

WASCO COU



T. 2 N., R.
END OF PROJECT
Sta. 37+30
BEGINNING OF PROJECT
Sta. 19+30
IRVINE ST. W
LOOP
CHENOWITH SCHOOL PRIMARY GRADES
ATHLETIC FIELD
CASCADE
DRIVE IN THEATER
PLEASANT
HOSTETLER ST.
GARDEN CT. W
RICHLAND
FLORAL
HOME CT. W
UNION
PACIFIC
COLUMBIA
FAU 4031
TRAILER COURT
SNIPES
30
84
OREGON
Sketch
Scale 0 800

Hudsig

PRELIMINARY COPY
JUN 12 1980
SUBJECT TO CHANGE
FINAL DESIGN UNIT

MOSIER/THE DALLES HWY. - W. 8TH ST. (THE DALLES) SEC. FAU 4031 (SNIPES ST. W.) WASCO COUNTY				SHEET No. 1
FED ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
10	OREGON			See Index

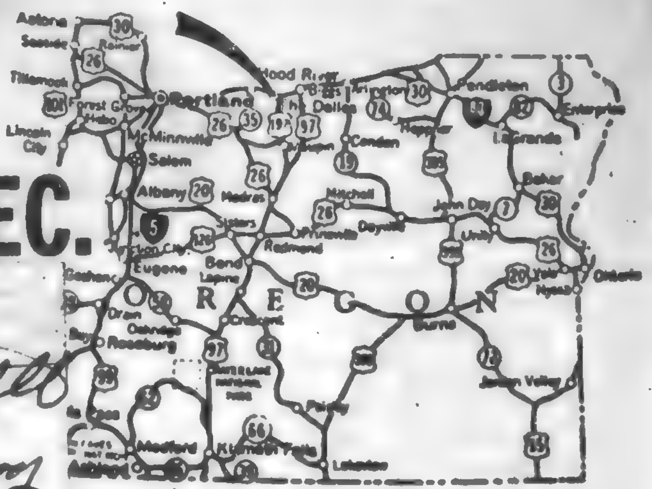
FAUS

OF OREGON
OF TRANSPORTATION
GHWAY DIVISION

PROPOSED PROJECT

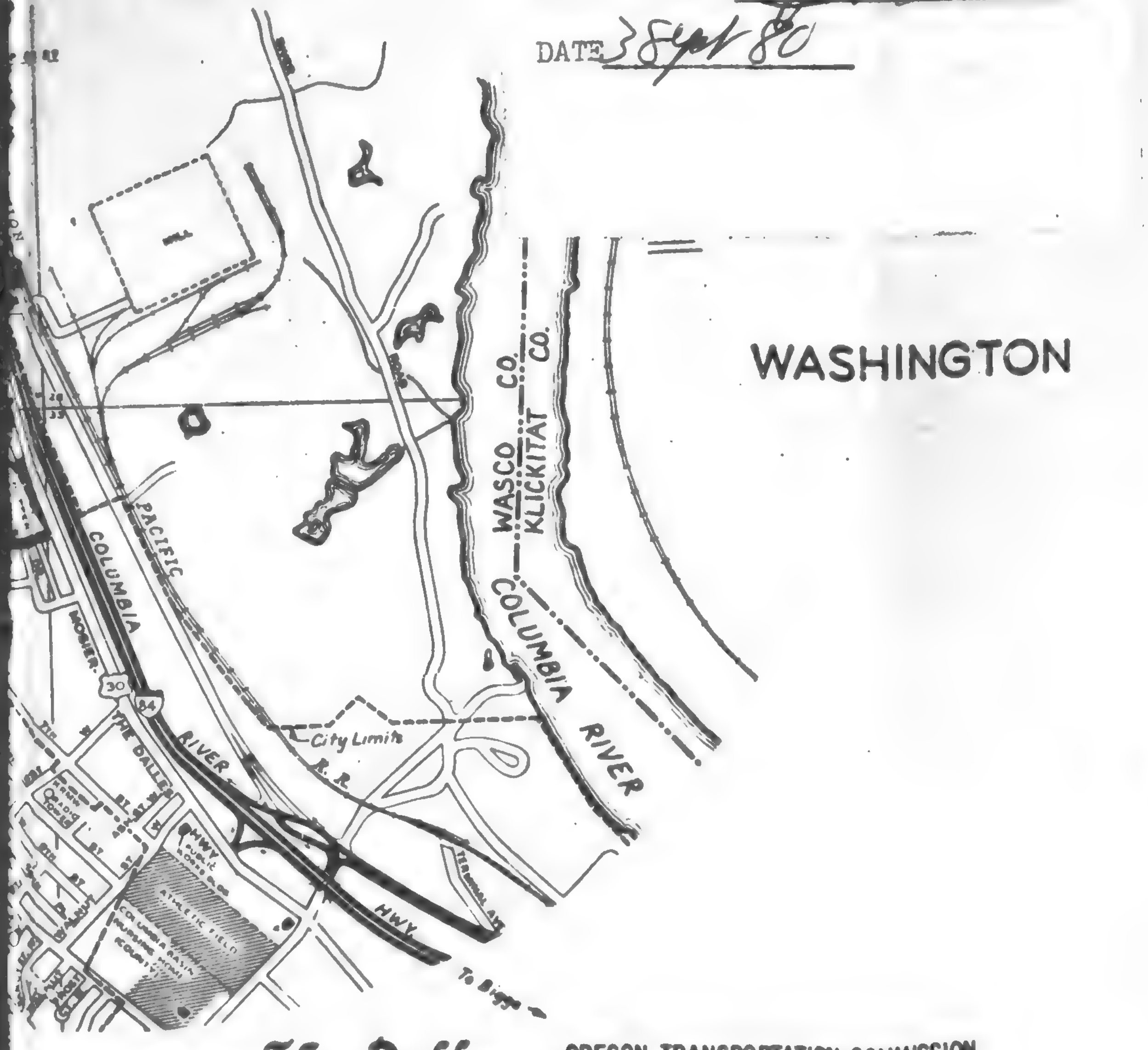
-W. 8TH ST. (THE DALLES) SEC.
(SNIPES ST. W.)
SCO COUNTY

APPROVED:
COUNTY OF Wasco
COUNTY JUDGE Rik Cantrell
COMMISSIONER John Conroy
COMMISSIONER Jim Comini
DATE 3 Sept 80



Astoria
Seaside
Rainier
Tillamook
Portland
Hood River
The Dalles
Pendleton
Enterprise
La Grande
Lincoln City
McMinnville
Salem
Albany
Madras
Condon
Mitchell
Baker
Eugene
Bend
Redmond
Prineville
John Day
Ontario
Roseburg
Crescent
Burns
Jordan Valley
Medford
Ashland
Klamath Falls
Lakeview
OREGON
30
26
5
97
20
395

T. 2 N., R. 13 E.



WASHINGTON
WASCO CO.
KLICKITAT CO.
COLUMBIA RIVER
PACIFIC
COLUMBIA
R. R.
City Limits
MOSIER-THE DALLES HWY.
30
84
RIVER
HWY.
TERMINAL AVE.
To Biggs
ATHLETIC FIELD
COLUMBIA BASIN NURSING HOME (COUNTY)

The Dalles

Sketch Map

0 800 1600 Feet

PRELIMINARY COPY
SUBJECT TO CHANGE

REGISTERED PROFESSIONAL ENGINEER
OCT. 30, 1980
H. S. COULTER

REGISTERED PROFESSIONAL ENGINEER
MAY 13, 1980
E. S. HUNTER

H. S. Coulter STATE HIGHWAY ENGINEER

E. S. Hunter ASSISTANT STATE HIGHWAY ENGINEER

OREGON TRANSPORTATION COMMISSION

Anthony Yturri	CHAIRMAN
Tom Walsh	VICE CHAIRMAN
Gordon Coleman	COMMISSIONER
Peter J. Brix	COMMISSIONER
Michael P. Hollern	COMMISSIONER
Fred B. Klaboe	DIRECTOR OF TRANSPORTATION

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
APPROVED:
DISTRICT ENGINEER DATE

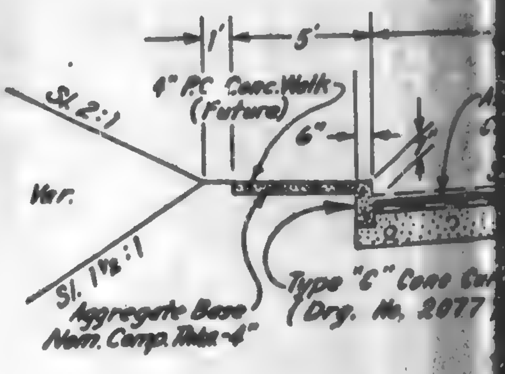
R/W Map 90-17-2

S U M M A R Y

ITEM		UNIT	QUANTITY	SEGREGATION OF QUANTITIES	
Item	Code	Unit	Quant.		
Mobilization		All	All		
Temp. Protection Traffic		All	All		
Temp. Barricades		Each	4		
Temp. Signing		S.F	210		
Flagging		Hour	350		
Clearing & Grubbing		All	All		
General Excavation		C.Y	2600		
Trench Excavation		C.Y.	1410		
Ditch Excavation		C.Y	163		
Remove Struct. & Obstruct.		All	All		
Class "B" Asph. Conc. Mix.		Tons	1525		
Asphalt in Mix.		Ton	100		
Aggregate Base		Ton	5900		
Conc. Manhole		Each	4		
Special Manhole		Each	4		
Adjust Manhole		Each	10		
Conc. Inlet Type CG-2		Each	16		
12" Sewer Pipe		L.F.	488		
18" Sewer Pipe		L.F.	100		
21" Sewer Pipe		LF	24		
24" Sewer Pipe		LF	690		
30" Sewer Pipe		LF	282		
36" Sewer Pipe		LF	843		
Type "C" Curb		L.F.	3540		
Type "A" Conc. Driveway		S.Y.	280		
Const. street Connection		Each	5		

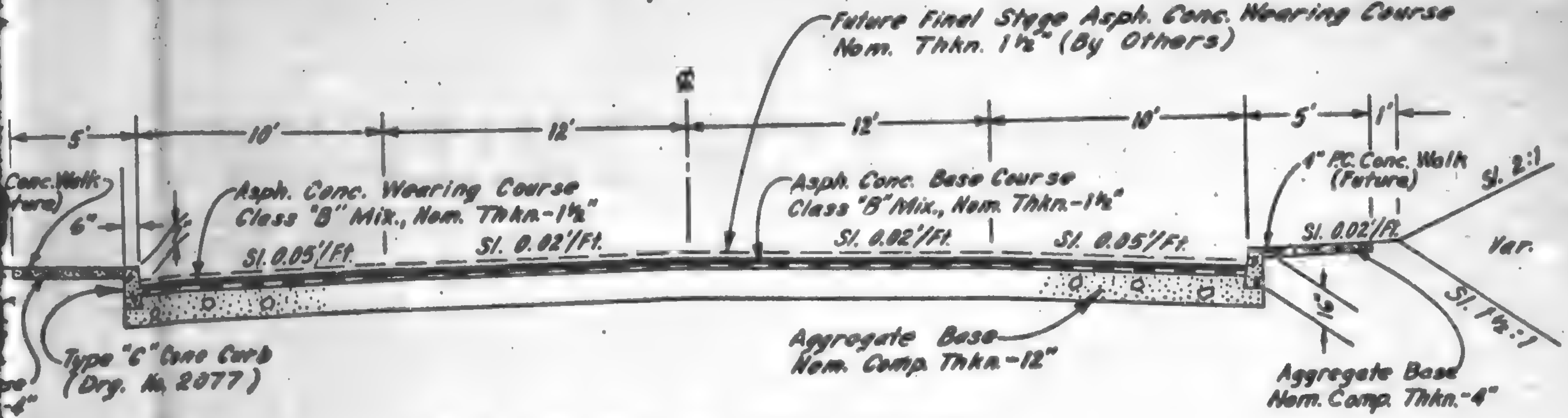
Eriksen - J. Miller - Butts

TY

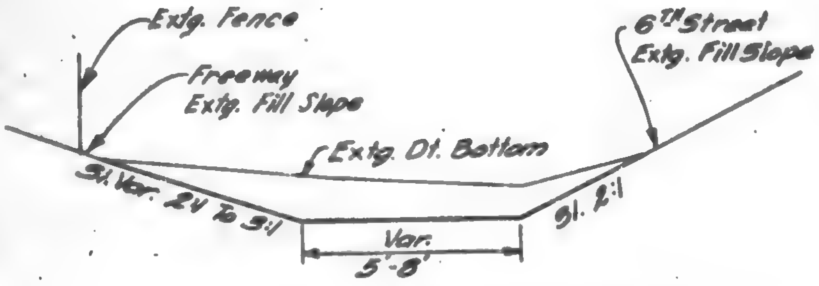

1'
5'
4" P.C. Conc. Walk (Future)
6"
Sl. 2:1
Var.
Sl. 1½:1
Aggregate Base Nom. Comp. Thk.-4"
Type "C" Conc Cur
(Drg. No. 2077

TYPICAL SECTIONS

MOSIER/THE DALLES HWY.~ W.8TH ST. (THE DALLES) SEC. FAU 4031 (SNIPES ST. W.) WASCO COUNTY				SHEET No. 2
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
10	OREGON			See Index


Future Final Stage Asph. Conc. Wearing Course
Nom. Thkn. 1½" (By Others)
5'
10'
12'
℄
12'
10'
5'
1'
Conc. Walk
ture)
6"
Asph. Conc. Wearing Course
Class "B" Mix., Nom. Thkn.-1½"
Sl. 0.05'/Ft.
Sl. 0.02'/Ft.
Asph. Conc. Base Course
Class "B" Mix., Nom. Thkn.-1½"
Sl. 0.02'/Ft.
Sl. 0.05'/Ft.
4" P.C. Conc. Walk
(Future)
Sl. 0.02'/Ft.
Sl. 2:1
Var.
Sl. 1½:1
Type "C" Conc Curb
(Drg. No. 2077)
Aggregate Base
Nom. Comp. Thkn.-12"
Aggregate Base
Nom. Comp. Thkn.-4"

STA. 19+30 To STA. 37+30


Extg. Fence
Freeway
Extg. Fill Slope
6TH Street
Extg. Fill Slope
Extg. Dt. Bottom
Sl. Var. 2:1 To 3:1
Var.
5'-8'
Sl. 2:1

DITCH CONSTRUCTION

STA "DITCH" 0+50 To STA. "DITCH" 4+50

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

9242 4-22-80

DERAL AID PROJECT NO.: M-4031(2)

STATE PROJECT NO.: See below

FROM:
G. L. Green, Division Administrator
FHWA - Oregon Division

PROGRAM NO.:

ITEM NO.: 80252

COUNTY NAME: Wasco

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

4/25
Orig

RECEIVED
STATE HWY ENGR
APR 25 '80
REFER TO
Moehring
FOR
Info | Inves | [illegible] | [illegible] | Sum | Act | File

DATE PS&E APPROVED:

DATE AUTHORIZATION EFFECTIVE: 4/22/80

FEDERAL ROUTE NUMBER: FAU 4031

STATE ROUTE NUMBER: City Street

GENERAL LOCATION:

Mosier/The Dalles Highway - West 10th Street (The Dalles) Section

GENERAL DESCRIPTION OF WORK:

Right of Way

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY

PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION

☐ OTHER *(Specify)*

☒ ACQUISITION OF RIGHT-OF-WAY

CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's letter of 3/27/80 you are now authorized to proceed with all phases of right of way acquisition as outlined on R/W map 9B-17-2. TEC $65,000 with Federal participation limited to $57,296.

Federal participation is limited to that right of way actually incorporated in the final location.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
4/22/80	G. K. Hanner	for Division Administrator

FORM PR-1240
(REV. 8-70)
EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1978-631-055

9242

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

March 27, 1980

TO: G. L. Green, Division Administrator
Federal Highway Administration

FROM: D. E. Swan
Operation Programming Engineer

SUBJECT: Project Data Submission
Item No. 80252
Project No. M-4031(2)
Mosier/The Dalles Hwy.-W. 10th St. (The Dalles) Sec.
Wasco County

Enclosed is data for the subject project.

I hereby request the following:

> Authorization to proceed with the actual acquisition of the right-of-way all phases at an estimated total cost of $65,000 with an obligation of $57,296 in federal funds. The right-of-way to be acquired is as outlined in red on the enclosed copy of right-of-way map 9B-17-2. No relocation assistance is involved.

A copy of State Clearinghouse A-95 review conclusions was forwarded previously.

CL:bke
Enclosures
cc: J.B. Boyd
F. Lowe
G. Zehner

J H

Form 734-3122

Budget Bureau No. 41-

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O.

FORM PR-1
(REV. 4-61)

3-27-80

FEDERAL-AID PROGRAM DATA
(PPM 21-1)

CARD 2	REPORT NUMBER (18) (20)	PROJECT LOCATION (45 typewriter spaces) 21 City St., Mosier/The Dalles Hwy., S.W. 0.5 mi. 65	ADT	PRESENT 1600 (66)	FUTURE --- (70)	YEAR (71) -- (72)	REGION 10	STATE NAME Oregon

CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) Right-of-Way Acquisition 28 62	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)	PROJECT NUMBER PREFIX LETTER(S) M- 14 23	NUMBE 4031 7

CARD	CLASS OF FEDERAL FUNDS Urban System	COUNTY NAME Wasco		
	NAME OF URBAN AREA The Dalles 17-31	ROUTE NO. U	FEDERAL-AID 4031 (32)	STATE City St. (36) (37)

ESTIMATED PROJECT COST BY PHASES

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS (88.15%)	STATE FUNDS	OTHER FUN
1	(14-15)	(16	41	42	43 46	53		(54) (58)	(59) (66)	(67) (76)		
5					PE							
5					ROW		"Mosier/The Dalles Hwy. - W. 10th St. (The Dalles) Section"	0.51	65,000	57,296	3,852	3,852
5					CONST (CODE)							

CARD 1	CODE 1	PREPARED BY CL	PROJECT TOTALS	0.51	65,000 (16) (23)	57,296 (24) (33)	3,852	3,852	
1	14	PROGRAM APPROVAL DATES 10-4-79					REMARKS Additional Data see ite		

Budget Bureau No. 41-R2067; Approval Expires February 28, 19

FORM PR-1
(REV. 4-61)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA
(PPM 21-1)

3-27-80

OJECT LOCATION (45 typewriter spaces) ity St., Mosier/The Dalles Hwy., S.W. 0.5 mi.	ADT	PRESENT 1600	FUTURE ---	YEAR --	REGION 10	STATE NAME Oregon	STATE CODE 41	APPN CODE W32	ITEM NO. 80252

D WORK (35 typewriter uisition	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER: PREFIX LETTER(S) M- · NUMBER 4031 · SEQ. NO. (2)	I. Projects Only: POST MI. · DESIG.

S Urban System	COUNTY NAME Wasco	CODE 065
The Dalles	ROUTE NO. U · FEDERAL-AID 4031 · STATE City St. · U.S. ---	PROGRAM STAGE ☐ 1 OR ☐ 2

ESTIMATED PROJECT COST BY PHASES

WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS (88.15%)	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
PE		"Mosier/The Dalles Hwy. - W. 10th St. (The Dalles) Section"						ROW - 60' normal; Access Control-none; Parking Restriction-None.
ROW			0.51	65,000	57,296	3,852	3,852 (City)	
CONST (CODE)								
Y CL		PROJECT TOTALS	0.51	65,000	57,296	3,852	3,852 (City)	

PPROVAL DATES 10-4-79

REMARKS Additional Data see item 80252, Project No.M4031(1)

Mosier/The Dalles Hwy. - W. 10th St. (The Dalles) Section
Project No. M-4031(2)

Project Data: Work under this project consists of right-of-way acquisition all phases for the future construction required to widen the existing facility to a 44 foot curbed section providing 2-12 foot lanes with 10 foot parking each side and provisions for 5 foot sidewalks each side.

Note: 1) This project is in Congressional District No. 2.
2) No relocation assistance involved.

9242

STATE OF OREGON

INTEROFFICE MEMO 292 W

BEND, OR 97701

TO. Jerry Miller
Final Design Engineer

DATE: January 10, 1080

FROM. R O Havig
R. O. Havig
Region Office Engineer

Subject: Mosier-The Dalles Highway
West 10th. St. Section
West Snipes St. FAU 4032

Rex Kniesteadt, Wasco County Roadmaster, has indicated that a utility easement should be included with the slope easement between Sta. 27+40 and 36+90 on the right side, or east side of Snipes Street.

No other utility easements will be needed on the rest of the project.

1-14-80
Havig advises no utility easements required W.

ROH:pw

cc: Rex Kniesteadt
W.R.Meritt
Jack Cartwright
Harold Brainerd

Versteeg
Anderson
1 Christensen DOC
Olson
msf Sullivan Copy JAN 1
Terpin
Trout
2 Wakerlig

REFERRED TO
Beard Staudenmeyer ✓ Mark NEM
Cole Watson
Eriksen Leu
Hager Dorn Due
[✓ Return] Discuss Do File Copy
BY FINAL DESIGN ENGINEER

XC: Duane Christensen
Design

RECEIVED
JAN 11 1980

RECEIVED
JAN 11 1979
RR & UTILITY UNIT

Contains
Recycled
Materials
125-1397

Wasco County
5TH & WASHINGTON STREET
THE DALLES, OREGON 97058

January 3, 1980

R.O. Harig
Region Utility Engineer
Department of Transportation
Highway Division, Region 4
P.O. Box 5309
Bend, Oregon 97701

Dear Dick:

After reviewing with local utilities the proposed plans of West Snipes Street, there appears to be no necessity of acquiring right of way or easement in excess of those indicated in the proposed plan.

Sincerely,

Rex Kniesteadt
Roadmaster

RK:jh

RE RCE PLA FAE
RTE RECEIVED CEO
RUE JAN 7 1980 RDE
RSO [illegible] RDE
[illegible]

9242

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.. PRO 6-2

December 10, 1979

TO G. L. Green, Division Administrator
Federal Highway Administration

Original Signed By
D. E. Swan

FROM D. E. Swan
Operation Programming Engineer

SUBJECT Amended Study Report
Project No. M-4031(1)
Mosier/The Dalles Hwy.-
W. 10th St. (The Dalles) Sec.
W. Snipes St. (FAU 4031)
Wasco County

Attached for your information is a copy of the amended study report (dated 11/30/79) for the subject project.

As stated in my letter of November 29, nothing in the report indicates a need for any change in 1) the project assessment classification or, 2) status of preliminary engineering work authorized May 3, 1978.

JLG:sr
Attachment

cc: H. S. Coulter
E. S. Hunter
F. E. Terpin
Gary Potter
J. H. Versteeg
Walt Hart
D. D. Allen (Reg. 4)
John Grassman
Gary Zehner, w/att.

RECEIVED
STATE HWY ENGR
DEC 11 '79
REFER TO
FOR
Info Inves R/D D/R Sign Act File

Form 734-3122

corred 11/30/79

MOSIER/THE DALLES HIGHWAY-WEST 10th STREET
WEST SNIPES STREET FAU 4301
WASCO COUNTY

NOTED
RICHARD UNREIN

STUDY REPORT

The proposed project would improve a four block segment (6th Street to 10th Street) of West Snipes Street, FAU 4301, in Wasco County. The construction would consist of building a 44-foot curbed street and graded areas for 5-foot sidewalks in the future. The project would also include a storm sewer system and all other amenities connected with road construction.

The project has been classified as a Category 3, non-major project, assessment only, with the assessment approved by the Federal Highway Administration on April 5, 1978.

In conformance with ORS 373.015, the opportunity for a hearing was offered and one was requested. The hearing was held at 7:00 p.m. on September 12, 1979, in the Wasco County Courthouse with Rick Cantrell, County Judge, acting as hearings officer. There were 5 persons, other than County and Highway Division personnel, present.

One person, J. M. Easton, spoke at the hearing. He did not indicate a choice of being for or against the project; however, he stated that he could not see much virtue in the project considering the lack of traffic.

One letter received after the hearing from R.G.S. Properties favored the project including the sidewalks.

Because the project is recommended for improvement in Wasco County's Advance Road Planning Program and the lack of any substantial opposition to the project by persons attending the hearing: It is recommended that the project proceed to the design and construction phase with the initial right-of-way acquisition to cover the entire project, and that the initial construction phase be limited to the portion between 6th Street and 8th Street, and the remainder of the project be completed when monies are available.

DB:ge

cc:	FHWA	w/att.
	Wasco County	"
	Region 4	"
	J. H. Versteeg	"
	G. Potter	"
	J. B. Boyd	"
	D. H. Moehring	"
	D. E. Keyes	"

PROJECT MANAGEMENT BRANCH
[✓ ASHE ☐] STE ☐
PLE ☐ RE ☐ PRE ☒
DEC 4 1979
REFERRED TO ____________
FOR ____________
FILE: PM FA LG.

9242

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

November 29, 1979

In Reply Refer to
File No.:

TO G. L. Green, Division Administrator
Federal Highway Administration

ORIGINAL SIGNED BY
D. E. SWAN

FROM D. E. Swan
Operation Programming Engineer

SUBJECT Study Report
Project No. M-4031(1)
Mosier/The Dalles Hwy.-
W. 10th St. (The Dalles) Sec.
W. Snipes St. (FAU 4031)
Wasco County

Attached for your information is a copy of the study report for the subject project.

Nothing in the report indicates a need for any change in 1) the project assessment classification or 2) status of preliminary engineering work authorized May 3, 1978.

JLG:dmc
Attachment
cc: H. S. Coulter
E. S. Hunter
F. E. Terpin
Gary Potter
J. H. Versteeg
Walt Hart
D. D. Allen (Reg. 4)
John Grassman
Gary Zehner, w/att.

Form 734-3122

ZENNER

LOC 7
LOC 15

MOSIER/THE DALLES HIGHWAY-WEST 10th STREET
WEST SNIPES STREET FAU 4301
WASCO COUNTY

STUDY REPORT

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The project has been classified as a Category 3, non-major project, assessment only, with the assessment approved by the Federal Highway Administration on April 5, 1978.

Assessment only projects do not require a public hearing; however, Wasco County officials deemed a hearing necessary and proceeded to hold the hearing at 7:00 p.m. on September 12, 1979, in the Wasco County Courthouse with Rick Cantrell, County Judge, acting as hearings officer. There were 5 persons, other than County and Highway Division personnel, present.

One person, J. M. Easton, spoke at the hearing. He did not indicate a choice of being for or against the project; however, he stated that he could not see much virtue in the project considering the lack of traffic.

One letter received after the hearing from R.G.S. Properties favored the project including the sidewalks.

Due to the project classification (Category 3, non-major) and the lack of public interest as witnessed by the number of persons attending the hearing: It is recommended that the project proceed to the design and construction phase with the initial right-of-way acquisition to cover the entire project, and that the initial construction phase be limited to the portion between 6th Street and 8th Street, and the remainder of the project be completed when monies are available.

DB:ge

cc: FHWA w/att.
Wasco County "
Region 4 "
J. H. Versteeg "
G. Potter "
J. B. Boyd "
D. H. Moehring "
D. E. Keyes

9242

11-27-79

LOC 7
LOC 15

The Dalles

MOSIER/THE DALLES HIGHWAY-WEST 10th STREET
WEST SNIPES STREET FAU 4301
WASCO COUNTY

STUDY REPORT

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DB:ge

cc: FHWA w/att.
Wasco County "
Region 4 "
~~J. H. Versteeg~~ "
G. Potter "
J. B. Boyd "
D. H. Moehring "
D. E. Keyes "

1 Versteeg ✓
Anderson
3 Christensen DDC
2 Olson
Sullivan
Terpin
Trout
Wakerlig

RECEIVED
NOV 27 1979
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring Up __/__/__
Action

9242

Pasco Co. Stage

Snipe → 6-F

R/w whole

10-25-79

John Hagedorn says County wants to acquire R/w for entire project on Snipes St. Construction will be limited to the section between 6th & 8th St.

10-26-79

Told John we would Hold Job until FHWA has transcript of hearing. Per Gary Potters suggestion, he will send.

9242

Wasco County
5TH & WASHINGTON STREET
THE DALLES, OREGON 97058

ROE RE RCE PLA FAE
RTE RECEIVED GEO
RUE OCT 25 1979 RDE
ESO REGION 4 RBE
ASSIGNED________

October 22, 1979

Department of Transportation
Highway Division
P.O. Box 1249
Bend, Oregon 97701

ATTENTION: John Hagedorn
Regional Federal Aid Engineer

Dear John:

Enclosed is a transcript of the Public Hearing held by the Wasco County Court on September 12, 1979, regarding Snipes Street F.A.U. 4301 construction project. Also included is a written comment received from R.G.S. properties (Ray Schultens).

The Wasco County Court has determined that due to the limited funds now available for the project, a program of phased construction should be adopted. The first stage to consist of construction from 6th Street to 8th Street with right of way acquisition at this time for the total project. This total right of way acquisition to be subject to availability of County funds after appraisals are made.

It is the sincere hope of Wasco County that this project can be let to contract no later than April 1, 1980.

Thank you for all your help and consideration in this matter.

Sincerely,

REX KNIESTEADT
Roadmaster

RK:jh

SEPTEMBER 12, 1979

WASCO COUNTY COURT

PUBLIC HEARING

REGARDING: MOSIER/THE DALLES - WEST 10th STREET
WEST SNIPES STREET F.A.U. 4301
POSSIBLE IMPROVEMENT ON SNIPES STREET
BETWEEN WEST 6th STREET AND WEST 10th STREET

PRESENT; Rick Cantrell, County Judge
John Conroy, County Commissioner
Jim Comini, County Commissioner
Rex Kniesteadt, Wasco County Roadmaster
Harold Brainerd, Right of Way Supervisor, OSHD
Reid Meritt, Resident Engineer OSHD
John Hagedorn Region Federal Aid Engineer OSHD

JUDGE CANTRELL: I have a prepared statement, so I will read this so I won't get lost. It is now 7:00 p.m., September 12, 1979, the time set for this public hearing. I am Rick Cantrell, Wasco County Judge and I will act as Hearing Officer this evening. This is John Conroy and Jim Comini and they are our Commissioners. I would like to introduce the people who will be participating and helping in this proceeding. If you will stand when I read your name: Rex Kniesteadt, Wasco County Roadmaster, Harold Brainerd, Right of Way Supervisor OSHD Bend, Reid Meritt, Resident Engineer OSHD The Dalles, and John Hagedorn, Region Federal Aid Engineer OSHD Bend.

The hearing this evening is being held in compliance with applicable Federal regulations and the Oregon State Highway Division's "Oregon Action Plan". This is a formal hearing to consider the design for the improvement of West Snipes Street between West 6th Street, which is the Mosier/The Dalles Highway, and West 10th Street. The improvement will be accomplished by reconstruction of the present street to a 44-foot curbed street, with additional grading on each side for inclusion of a 5-foot sidewalk at some future date. The 44-foot street width would be striped for two 12 foot travel lanes and 10 foot shoulders. Other amenities to the project would include a strom sewer system; seeding, mulching and landscaping necessary to maintain the integrity of the area; signing and traffic control devices to protect the public during construction; and 3 short retaining walls (two between 10th Street and Fallon Way and one just east of Fallon Way) to lessen the impacts of right-of-way taking. Access to the facility will be provided at the public streets and to the abutting properties are required.

The above described project will cost about $485,000 in 1979 dollars. I mention the 1979 figure only to indicate an estimated cost as the inflation rate is about 9 percent per year; therefore, any delay in implementing the project increases the cost estimate. This project is tentatively scheduled for April, 1980.

The location of this project is shown on the hearing maps which were provided as you entered this evening.

We will explain the scope of the project, right-of-way acquisition procedures, and any possible relocation benefits. We will receive testimoney either for or against changes or alternates. We are here to obtain your comments and ideas on this project. I encourage each and every one of you to express your opinions.

Upon completion of this hearing tonight and after a ten-day waiting period for additional written testimony, Wasco County will evaluate all of the information received. This information will be available for public inspection, and copying if you desire, at the Wasco County Road Department.

As you entered the Hearing Room you were handed a Registration Card. Each person is requested to fill out the card, and if you wish to make a statement at this hearing, please mark the card and we will call upon you. If you wish to make a written comment on the back of the card or submit a written document, these will become a part of the hearing record also. Both oral and written comments will receive full consideration. If you have questions during any of the presentations, I request that you hold them until after the close of this formal hearing. This is to insure that all present will have the opportunity to express their views. Both our Road Department and State Highway Division people will be here after the hearing to answer any further questions or concerns that you might have.

If you do not wish to make a statement here, you will have ten days from today to submit written comments. These comments should be addressed to the Wasco County Road Department, Wasco County Courthouse, The Dalles, Oregon 97058.

As I indicated, this is a design hearing, and improvement to the existing alignment is the only improvement being considered. After evaluation of all comments received at this hearing, and those possible comments received 10 days after the hearing, the County Court of Wasco County will make a decision of which side or sides the road will be widened, and any other decisions necessary to the County proceeding with this project.

I will now call upon Mr. Reid Meritt, OSHD Resident Engineer to present to you any aspects of the engineering which may add to your better understanding of the project.

REID MERITT: I don't believe I can add too much to what Judge Cantrell said. He pretty well described the typical section.

It generally follows the existing allignment of the street with the exception of the Northeasterly end of the centerline will be approximately 12 to 15 feet Northeasterly of the existing centerline. Not too much more that I can add to that - If anyone has any questions after the hearing or in the future feel free to come to the office and look at the maps or whatever to answer your questions.

JUDGE CANTRELL: Thank you. Rex Kniesteadt

REX KNIESTEADT: I'll give you a little background on this project. It was originally proposed by Wasco County in 1973 and was scheduled at that time in our 6 year advanced road planning program for a project in 1979. Since that date, we have over a period of time progressed with the scheduling. In 1977 we submitted an application to the State Highway Department for peliminary engineering of this project. That agreement was signed and we have signed a construction finance agreement contract with the State Highway Department in regards to this project along with an agreement for the acquisition of the right-of-way. It has been on our construction schedule for approximately six years.

JUDGE CANTRELL: Roadmaster Harold Brainerd

HAROLD BRAINERD: The hearing being held today is to afford interested people the opportunity to express their views regarding the general design of this highway project. The Oregon State Highway Division, under contract with the Wasco County Court, will perform appraisal and negotiation services for this project. The additional right-of-way necessary for the reconstruction of this section of highway will not require the displacement of any dwellings, businesses, or non-profit organizations.

An explaination of the right-of-way acquisitions process is contained in a leaflet, "Acquiring Land for Highways". This leaflet contains the matters of the public hearing, the appraisal procedure, the definition of market value, procedures for handling payments for property and an explaination of eminent domain prodecures with the addresses of the various right-of-way regional offices in the State. This leaflet is available at the meeting today, and I urge you to take one with you.

Another leaflet, "Moving Because of the Highway?", is also available, and I urge you to take a copy of this leaflet. It explains the benefits of the 1970 Uniform Relocation Act available to relocatees on a highway project. The benefits are quite numerous and include the payment of moving costs, replacement housing payment additives, down-payment benefits, rent supplements, payments of incidental expenses and closing costs on the purchase of replacement housing interest differential payments on mortages and an explaination of the procedure for making an appeal in the event of dissatisfaction with any part of the relocation program. Both leaflets will be included in the minutes of this meeting, and will be transcribed along with all other statements.

The time required for right-of-way acquisition on this project is estimated at eight months. This will provide adequate appraisal and negoitation time. No owner-occupant will be required to give up possession of property acquired for right-of-way, until either he has been paid for his property, or the money has been deposited in the registry of the Court.

The right-of-way program for the project will be under my supervision. My name is Harold Brainerd, and my office is located at 62055 N. Highway 97, Bend, Oregon. The telephone number is 382-1911. Thank you

JUDGE CANTRELL: Our final speaker will be John Hagedorn

JOHN HAGEDORN: I just might say that this is a federal aid urban project which means that it is eligible for federal funds under certain law or regulations. The federal government puts up 86% of the money, the City or County puts up 7% and the State puts up 7%. That's all I have.

JUDGE CANTRELL: At this time I would like to invite you people to make any statement you would like in regards to whether you care for the project or not. Would you like to say anything at this time Sir?

J.M. EASTON (TADD): Well I live on Snipes Street and the distance between the fences there is very narrow and I have some pine trees there and I hate like thunder to have that torn out. I don't see any virtue of having it wider up there. There is not much traffic.

JUDGE CANTRELL: At this time I will close the formal hearing and will now open it up for general discussion.

(After the hearing was closed they heard from: Doug Wilson who was interested in the time table for the project as well as what landscaping could be done on teh Ray Schultens Ford Property; and Herbert Schmidt - he was in favor of everything but the sidewalks.

RGS Properties
P. O. Box 336
The Dalles, Oregon 97058
(503) 296-6191 / 298-5311

RECEIVED
SEP 20 1979
WASCO COUNTY COURT

Mr. Rex Kniesteadt, County Roadmaster
Wasco County Engineer
Wasco County Court House
The Dalles, Oregon 97058

September 17, 1979

RE: Widening of West Snipes Street

Dear Mr. Kniesteadt,

After viewing the diagram of the widening of Snipes, may we first say we support the whole project including side walks. One suggestion we have is to be sure the storm sewer is sloped to the maximum and adequate in size as the run-off in that area can only increase due to paving of now absorptive lands. Also, I didn't notice if it was planned, but good lighting would be a real plus.

If we can help in any way just ask.

Sincerely,

R.G.S. PROPERTIES

Doug Wilson

DW:ks

Copy: Judge Cantrell

9242

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE: 333-1931

INTER-OFFICE CORRESPONDENCE
Bend, Oregon 97701
August 10, 1979

FROM: Jerry C. Thackery
Region Design Engineer

TO: Frank Terpin
Location Engineer

SUBJECT: W. 10th St.-Mosier-The Dalles Hwy Sec.
Snipe Street, FAU 4031
Wasco County
Prefix No. 333-1931

The purpose of this survey was to prepare plans and specifications for the improvement of Snipe Street in the westerly portion of The Dalles. This street is part of the Federal Aid Highway System, No. FAU 4031. The proposed work to be done includes grading, paving, drainage, storm sewer system, curbs, and related incidental work.

This location project was developed with two alternatives. Alternative "A" includes all work from Tenth Street to Sixth Street, and Alternative "B" scales down the job to cover work from Eighth Street to Sixth Street.

The total extimated cost of Alternative "A" is $481,470 and Alternative "B" is estimated at $333,070. Engineering, mobilization, and contingencies are included in these totals.

Public hearings have been scheduled for September 12, 1979, 7:00 p.m., at the Wasco County Courthouse.

to City-Cc 8-22-79

JRT:mr

encl

cc: W. R. Meritt
John Hagedorn

REC'D 8-23-79
JOHN HAGEDORN SAYS
SEND TO DESIGN.
✓ SENT

RECEIVED
AUG 14 1979
LOCATION
SECT

W. 10th St.--Mosier-The Dalles Highway Section
Snipe St. FAU 4031
Wasco County
Prefix No. 333-1931

This project is for the improvement of Snipe Street in the westerly portion of The Dalles, Oregon. This street is a part of FAU 4031 on the Federal Aide Highway System.

Work to be done includes roadway grading, drainage, storm sewer system, surfacing, curbs and related incidental work.

It is the desire of Wasco County to construct the entire section from 10th Street to 6th Street (Mosier-The Dalles Highway) if funding is available. If funding for entire project is not available, the portion from 8th Street to 6th Street is the desired minimum length of project.

Clearing and Grubbing

This will require removal of trees and shrubs and sod throughout length of project.

Removal of Structures and Obstructions

This will require removal of existing culvert and drainage structures, sidewalks, curbs, fences and other structures as per standard specifications.

Earthwork

It is anticipated that there will be excess excavation on this project. It is recommended that it be the responsibility of the contractor to satisfactorily dispose of any excess material. It is anticipated that contractor will have no problem disposing of any excess material on adjacent property within limits of project.

Overhaul

It is recommended that no separate measurement or payment be made for overhaul on this project.

Storm Sewer

This project includes storm sewer system which is designed in accordance and compliance with Wasco County comprehensive overall plan for the area surrounding this project.

The system included on this project is one of the major outfalls for storm sewer system plan for the area.

The overall comprehensive Wasco County storm system plan for the area surrounding this project, including storm sewer on this project, terminates into State Highway Division ditch between freeway and frontage road (S. 6th Street). This ditch drains under freeway and railroad in vicinity of Weber St. and ultimately into the Columbia River. Present drainage structures under railroad and below on this drainage system are felt to be too small for ultimate flow from storm sewer system when it is completed by Wasco County.

It is suggested that the State Highway Division should take an overall look at Wasco Counties ultimate storm sewer system in area of this project as concerns responsibility for handling flow which will be placed in present drainage facilities of the State Highway Division.

Storm sewer system on this project is designed to be compatable with other existing utilities and any changes should be thoroughly checked.

Surfacing

As shown on typical section, it is proposed to use 10 inches of aggregate base, prime coat and 3½ inches of asphalt concrete pavement.

Project costs could be reduced by elimination of prime coat and decreasing depth of pavement to 3 inches (2-1½ inch lifts.).

Curbs and Sidewalks

The installation of concrete curbs are included throughout the length of this project.

It is anticipated that the area of this project will ultimately all be incorporated into the City of The Dalles. For this reason, Wasco County desires that grading of sidewalk area be included as a part of this project, with sidewalks to be installed at some future time. As show on typical section, it is proposed that aggregate base material be placed over sidewalk subgrade area as a part of this project for use until such time that the sidewalk is constructed.

Material Source

It is recommended that material source be furnished by the contractor. Commercial sources are available in the area.

Right of Way

Additional right of way will have to be acquired for this project.

A minimum of 60 feet (30 feet on each side of centerline) is required and is the practical maximum within adjacent developed areas. Wider right of way as necessary is feasible in undeveloped areas (primarily the northeasterly end of project).

Slope easements are also recommended as necessary.

Utilities

Facilities of the following listed utilities will be encountered on this project:

Northern Wasco County PUD
Pacific Northwest Bell
Chenowith Water District
Northwest Natural Gas
City of The Dalles
Cox Cablevision

It is anticipated that Wasco County will be responsible for the adjustment of utilities.

Miscellaneous

Estimate submitted for Alternate A is for the full length of survey--10th Street to 6th Street.

Estimate submitted for Alternate B is for a shortened portion of project--8th Street to 6th Street.

W. Reid Meritt
W. Reid Meritt
Resident Engineer

Snipes Street
FAU 4031
333- 1931

BID ESTIMATE

Date 7/27/79
2

Sheet 1 of 2 Sheets

BID ITEM	UNIT	QUANTITY	UNIT PRICE	AMOUNT
01) Mobilization	Lump Sum	100%	8% see page 2	
02) Temp Prot & Dir of Traffic	Lump Sum	100%	5,500^{00}	5,500^{00}
03) Temp Signs	Sq. Ft.	210	6^{00}	1,260^{00}
04) Temp Barricades	Ea.	4	125^{00}	500^{00}
05) Flag Persons	Hrs.	500	19^{00}	9,500^{00}
06) Clearing & Grubbing	Lump Sum	100%	1,000^{00}	1,000^{00}
07) General excavation	Cu. Yds.	5300	5^{83}	30,899^{00}
08) Trench Excavation	Cu. Yds.	1880	20^{00}	37,600^{00}
09) Finish Road Bed & Slopes	Lump Sum	100%	3,000^{00}	3,000^{00}
10) Watering	M-gal	205	10^{00}	2,050^{00}
11) 1"-0 Aggr. Base	Tons	7960	7^{50}	59,700^{00}
12) Aggr Base in Prime Coat	Cu. Yds.	100	12^{50}	1,250^{00}
13) RC-250 in Prime Coat	Tons	20	250^{00}	5,000^{00}
14) Class "B" or "C" A.C. Mix	Tons	2900	20^{00}	58,000^{00}
15) Asphalt Cement in Mix	Tons	180	103^{00}	18,540^{00}
16) Asphalt in Tack Coat	Tons	1	300^{00}	300^{00}
17) 8" Sewer Pipe	Lin. Ft.	602	9^{50}	11,739^{00}
18) 12" Sewer Pipe	Lin. Ft.	512	16^{00}	8,192^{00}
19) 18" Sewer Pipe	Lin. Ft.	308	25^{50}	7,854^{00}
20) 21" Sewer Pipe	Lin. Ft.	24	24^{00}	576^{00}
21) 24" Sewer Pipe	Lin. Ft.	661	29^{50}	19,499^{50}
22) 30" Serer Pipe	Lin. Ft.	1091	36^{50}	39,821^{50}
23) Concrete Manholes	Ea.	10	1500^{00}	15,000^{00}
24) Concrete Inlets (Type G-1)	Ea.	20	550^{00}	11,000^{00}

Snipes Street
FAU 4031
333-1931
BID ESTIMATE

Date 7/27/79

Sheet 2 of 2 Sheets

BID ITEM	UNIT	QUANTITY	UNIT PRICE	AMOUNT
25) Concrete Inlets (Type CG-1)	Ea.	2	500^{00}	$1,000^{00}$
26) Concrete Curbs (Type C)	Lin. Ft.	5417	5^{40}	$29,251^{80}$
27) Concrete Retaining Walls	Cu. Yds.	3.6	225^{00}	810^{00}
28) Adjusting Manholes	Ea.	14	200^{00}	$2,800^{00}$
29) Extra For Asph Approaches	Ea.	31	175^{00}	$5,425^{00}$
30) Extra For Asph Walks	Sq. Yds.	5	15^{00}	75^{00}
31) Extra For Pipe Under Pave	Ea.	50	15^{00}	750^{00}
32) Remaval of Structures & Obstructions	Lump Sum	100%	$2,100^{00}$	$2,100^{00}$
33) Adjust Mailboxes	Ea.	14	50^{00}	700^{00}
34) Ditch Excavation	Cu. Yds.	136	20^{00}	$2,720^{00}$

Total all Bid Items except "Mobilization		$ 393,412.80
Mobilization (8%)		31,473.02
Anticipated Additional Items Adjust Utilities		5,000.00
	sub total	429,885.82
Engineering & Contigencies (12%)		51,586.30
TOTAL PROJECT COSTS		$ 481,472.12

Att "A"

Snipes Street
FAU 4031
333-1931

BID ESTIMATE

Date 7/27/79

Sheet 1 of 2 Sheets

BID ITEM	UNIT	QUANTITY	UNIT PRICE	AMOUNT
01) Mobilization	Lump Sum	100%	See pag 2	
02) Temp Prot & Dir of Traffic	Lump Sum	100%	4000^{00}	4,000^{00}
03) Temp Signs	Sq. Ft.	210	6^{00}	1,260^{00}
04) Temp Barricades	Ea.	4	125^{00}	500^{00}
05) Flag Persons	Hrs.	350	19^{00}	6,650^{00}
06) Clearing & Grubbing	Lump Sum	100%	1000^{00}	1,000^{00}
07) General excavation	Cu. Yds.	2700	5^{83}	15,741^{00}
08) Trench Excavation	Cu. Yds.	1480	20^{00}	29,600^{00}
09) Finish Road Bed & Slopes	Lump Sum	100%	3000^{00}	3,000^{00}
10) Watering	M-gal	142	10^{00}	1,420^{00}
11) 1"-0 Aggr. Base	Tons	5220	7^{50}	39,150^{00}
12) Aggr Base in Prime Coat	Cu. Yds.	70	12^{50}	875^{00}
13) RC-250 in Prime Coat	Tons	12	250^{00}	3,000^{00}
14) Class "B" or "C" A.C. Mix	Tons	1890	20^{00}	37,800^{00}
15) Asphalt Cement in Mix	Tons	120	103^{00}	12,360^{00}
16) Asphalt in Tack Coat	Tons	1	300^{00}	300^{00}
17) 8" Sewer Pipe	Lin. Ft.	426	9^{50}	4,047^{00}
18) 12" Sewer Pipe	Lin. Ft.	54	16^{00}	864^{00}
19) 18" Sewer Pipe	Lin. Ft.	48	25^{50}	1,224^{00}
20) 21" Serer Pipe	Lin. Ft.	24	24^{00}	576^{00}
21) 24" Sewer Pipe	Lin. Ft.	661	29^{50}	19,499^{50}
22) 30" Serer Pipe	Lin. Ft.	1091	36^{50}	39,821^{50}
23) Concrete Manholes	Ea.	8	1500^{00}	12,000^{00}
24) Concrete Inlets (Type G-1)	Ea.	15	550^{00}	8,250^{00}

Snipes Street
FAU 4031
333-1931

BID ESTIMATE

Sheet 2 of 2 Sheets

Date 7/27/79

BID ITEM	UNIT	QUANTITY	UNIT PRICE	AMOUNT
25) Concrete Inlets (Type CG-1)	Ea.	2	500^{00}	$1,000^{00}$
26) Concrete Curbs (Type C)	Lin. Ft.	3575	5^{40}	$19,305^{00}$
27) Concrete Retaining Walls	Cu. Yds.	0	—	—
28) Adjusting Manholes	Ea.	9	200^{00}	$1,800^{00}$
29) Extra For Asph Approaches	Ea.	15	175^{00}	$2,625^{00}$
30) Extra For Asph Walks	Sq. Yds.	1	15^{00}	15^{00}
31) Extra For Pipe Under Pave	Ea.	50	15^{00}	750^{00}
32) Remaval of Structures & Obstructions	Lump Sum	100%	$2,100^{00}$	$2,100^{00}$
33) Adjust Mailboxes	Ea.	5	50^{00}	250^{00}
34) Ditch Excavation	Cu. Yds.	136	20^{00}	$2,720^{00}$

Total all Bid Items except "Mobilization"		$ 273,503.00
Mobilization (8%)		21,880.24
Additional Anticipated Items Adjust Utilities		2,000.00
	Subtotal	297,383.24
Engineering & Contigencies (12%)		35,685.99
TOTAL PROJECT COSTS		$ 333,069.23

Alt "B"

OREGON STATE HIGHWAY DIVISION

The Dalles, Oregon
April 26, 1979

~~ROBERT W. STRAUB~~
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

PROJECT MANAGEMENT
PME ☐ OCE ☐ OM ☐
LGE ☐ FAE ☐ OPE ☐
MAY 3 1979
~~Prange~~
File: PM FA
TA LG OP

PLA FAE
RTE RECEIVED GEO
RUE APR 30 1979 RDE
RSO REGION 4 RBE
ASSIGNED____________

Rex Kniestеadt
Wasco County Roadmaster
Wasco County Courthoust
The Dalles, Oregon 97058

RE: Mosier-The Dalles Hwy.--W. 10th St.
W. Snipe St. (The Dalles)

Dear Sir:

Here are updated project estimates for the above referenced project. As you will note, these estimates are in excess of previous estimate submitted at meeting held on February 20, 1979. Primary reason for this is higher unit prices, as obtained from our cost analysis section.

Estimated cost for total section--W. 10th St. to W. 6th St.

Construction Costs	$487,000	
Right of Way	55,000	
Preliminary Engineering	30,000	
Utility Adjustment	Unknown	(County to provide estimate)
Total	$572,000	plus utility asjustment costs

Estimated cost for easterly 0.3 mile (Vicinity of ReRun Shop to W. 6th St.).

Construction Costs	$323,000	
Right of Way	10,000	
Preliminary Engineering	30,000	
Utility Adjustment	Unknown	(County to provide estimate)
	$363,000	plus utility adjustment costs

The storm sewer system which Wasco County has proposed for the Chenowith Area was incorporated into this project as appropriate. The 36-inch outfall pipe on Snipe St. from W. 7th St. to W. 6th St. requires raising grade of Snipe St. to provide cover for this pipe. This results in new street being much higher than adjacent property, which is not desireable. Possible alternates for this 36-inch pipe need to be considered.

R Allen

cc Don Harwell
Buzz Swan
Harold Brainard

Form 81-734-3122

Because of this and estimated project cost which is much higher than originally estimated, it is proposed that this project should be given further consideration.

Refinement and completion of project design will require additional field and office engineering. It is requested that you provide further direction on how and/or if you want to proceed with this project.

Respectfully,

W. Reid Meritt

W. Reid Meritt
Resident Engineer

cc: Dale Allen
John Hagedorn

9242

PROJECT MANAGEMENT OFFICE MEMO

Date 4-5-79

Subject The Dalles Area (FAUS) Klamath Co. (505) ~~File No.~~

Received (call) (visit) from

Address Wasco Co. Rdmstr / Klamath Co. Engr.'s office

Made [✓ (call)] ~~(visit)~~ to Rex Kreistadt / Charlie Whitlock (Kessler's assistant) Phone

Reason for contact and general discussion:

1st 2nd/3rd St. Traffic Signals should go ahead as scheduled, with Snipes Road project to follow using the balance of funds available (possible downscope based on estimate)

Reid Merritt is handling PE on this project

2nd Sprague Rv. (Godow Spr.) Br. will be cancelled by Klamath County - letter forthcoming to Hagedorn - Cline has not spent any money on this for PE as Resident Engnr.

Signature O.W. Hazel

File ( ) ( ) ( ) ( ) ( ) (✓) ( ) ( )
Circulate: PME LGE OPE FAE CCE OM Other

9242

STATE OF OREGON

INTEROFFICE MEMO

Highway Division
R/W Section DEPT.

TELEPHONE

TO:
Harold Brainerd, Reg. 4 R/W Supv.

DATE: March 12, 1979

FROM:
Adele L. Egan
Right of Way Office Unit Supv.

SUBJECT:
Agreement 127
Mosier-The Dalles Hwy.-W. 10th St.
West Snipes Street
Wasco County

MISC. CONTRACTS and AGREEMENTS No. 6398

Attached is an original copy for the County and a copy for your files of the subject agreement.

The project will be programmed.

AE
mp
Attach.

cc: Cecil Head, w/orig.
Finance, Jim Kinns, w/c
Local Gov't Programs, w/c
Appraisal, w/c
Relocation, w/c

3-19-79
noted in agree-
book

NOTED
C. W. HEAD

9242

THE DALLES

2 - 21 - 79

5 YRS ALLOC. (FED)	237,020	(TOTAL)	$269,000
ALLOC. TO FY79 (FED)	302,278	"	343,000
OBLIGATED "	(78,720)	"	(89,000)
"	$460,578		$523,000

SNIPES ST.	PE	27,520	FED
"	CONST	403,040	
2ND-3RD SIGS	PE & CONST	172,000	
		602,560	
		− 460,578	
		$142,000	
		47,000	
1980 ALLOC —		$95,000	

Judge Rick Cantrell
Comm. Comm.
Rdmstr. Rex Kneidstadt

Kneidstadt - Allen, prelude to proposed project

7:30 pm
2/20/79
35 people

Snipes Rd (FAUS) Project - Informational Meeting - Cthse - the Dalles-Wasco Co.
1974 considered - 44 foot curbed project - berm for sidewalks (future)
2 travel lanes - sholdrs. - 60' RW needed or slope easement - existing RW from 10th / 11th (Hewitt)
sewers & drainage has necessitated need for project. RW acquisition procedures (Brainard)
normal taking (10' each side) to widen to 60' from 40' existing. Flexible to shift (Lt/Rt) r/w for
serving of abutting prop. owners - ADT - sewers ie: storm water - sidewalks desired as part of project -
tentative time schedule, early 1980 for construction - r/w away 6 to 8 mos. - prelim design 6 to 8 weeks - funding
a real problem to County as to downscope, shorten, cut back on other FAUS projects -
100 in favor of project

2-21-79
cc: Rex Kneidstadt
✓

4242

PROJECT MANAGEMENT OFFICE MEMO

Date 2-13-79

Subject FAUS Project - Snipes Rd. (6th/10th) The Dalles File No. —

Received (call) (visit) from —

Address

Phone —

Made ~~(call)~~ [✓ (visit)] to Jack Sollis

Reason for contact and general discussion:

Per request of Reg 4 (Hagedorn) I contacted J. Sollis
as to whether a hearing required by language of offer
notice. Jack says a withdrawal letter from the interested
party would suffice if the project particulars were explained.
Called Dale Allen re: above & concern of financing such as
2nd/3rd Cplt. vs Snipe. Dale will follow up & we will meet in The Dalles
at Reid Merritt's office 2^{30} pm Feb. 20-79. Talked to Hagedorn 2-14 related
concerns of the moment re: this matter.

Signature O.N. Haw

File ( ) ( ) ☑ ( ) ( ) ☑ ( ) ( )
Circulate: PME LGE OPE FAE CCE OM Other

9242

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION FILE: 33-1931

INTER-OFFICE CORRESPONDENCE

Bend, Oregon 97701

February 2, 1979

FROM: Dale D. Allen
Region Engineer

TO: [illegible]. H. Versteeg
Head of Engineering

SUBJECT: W. Snipes Road (The Dalles)
Wasco County
Prefix No. 33-1931

On January 31, 1979, a meeting was held with the Wasco County Judge, Rick Cantrell, Wasco County Roadmaster, Rex Kniesteadt, and members of the Region, Resident Engineer, and Right of Way staff.

The reason I called this meeting was to alert the County of our latest cost estimate and determine if we should proceed with the project as planned. It was emphasized that these projects with small quantities of grading, paving, base, curbs, storm drains, right of way (26 parcels) and utility conflicts frequently exceed preliminary estimates. With about 40 percent of the field survey complete, we provided the following estimate.

NOTE!!

NOTE: Signal project on 2/3 couplet should be reviewed as the financing will override this project due to early (5-79) letting – no funds left – ? $140,000 signals

Construction Cost	$366,000	
Right of Way	60,000	($40,000 damages, $20,000 land)
Preliminary Engineering	32,000	
Utility Adjustment	Unknown	(County to provide estimate)
Total	$458,000	vs. Original estimate of $268,000

The County advised they would have trouble financing this amount but wanted to review the revised estimate, hold an informational meeting, and discuss possible alternatives with the Court before a final decision is made. They may consider reducing the project length but we agreed that the survey under way should be completed for the entire project (1/2 mile).

Objections ? Property owners? Info suffice

property owners. general discussion

The informational meeting will be delayed until February 20 to provide time for Reid Meritt to establish reasonably accurate right of way widths. The primary purpose of the meeting will be to refine the right of way damage estimate and costs of utility adjustments.

2-9-79 Hagedorn called will send me details & discuss next week when in Salem. I think Zehnor & myself should attend the 2/20 meeting. Don H.

8 mos. from appr. of FHWA

Harold Brainerd advised that eight months would be required to purchase right of way. This would mean that the earliest letting date would be late fall of 1979 or possibly spring of 1980 if the County did not want to have the street torn up all winter.

only assessment as 3 non-major

Scheduled 12/79 for const.

We need to know if a formal hearing must be held? Please advise.

DA:mr
cc: Rex Kniesteadt, Don Harwell, Reid Meritt, Gerald Wimer

PROJECT MANAGEMENT
CCE ☐ CCE Ⓜ
LCE FAE ☐
FEB ? 1979
File: PM FA
TAA LG CP

2-5-79 Approval re meeting attendance G Wimer

Reserved Fed Funds } $231,000 Snipes – $172,000 Cplt. = $403,000 Total FA $
balance (–) minus $179,438 (1-1-79)

9242

Form 734-1191 (Rev. 5/77)

OREGON STATE HIGHWAY DIVISION

REQUEST FOR OUTSIDE BILLING

(OR ADVICE OF CASH TRANSACTION)

DATE	BILLING REQ. NO.	YOUR ORDER NO.	CREDIT DISTRIBUTION
11-30-78	CC 1934		333-1931-295

BILL TO: Code:

Wasco County Court
Courthouse
The Dalles, Oregon 97053
Attn: Sue A. Proffitt, County Clerk

DESCRIPTION: (Describe the service rendered, location, etc. Refer to agreements, letters and orders by which payer authorized the service.)	QUANTITY	UNIT PRICE	TOTAL PRICE
Partial transfer of the advance deposit for the P.E. on the Mosier-The Dalles Hwy.-W. 10th St. Section of W. Snipes St. FAU 4031 Agreement No. 6398 AD 426			

Advance Deposit Amount $ 2,280.00
Advance Deposit Previously Transferred to Highway Fund $ --
Balance $ 2,280.00
Transfer to Highway Fund $ 1,700.00
Refund Due $

Partial or final request for billing Partial

Number of the previous request in connection with this service.

Amount Due . . . . . $

Submitted by:
Fred Hildebrandt
Fred Hildebrandt

Approved:

SP*35736-734

9242

Snipes St. Reconstruction – Hearing
2282 Pub [illegible]9/78 $ 20 21

PUBLIC NOTICE

NOTICE IS HEREBY GIVEN, That Wasco County has proposed plans for future reconstruction of Snipes Street West from West 6th Street to West 10th Street.

The proposal consists of the construction of a 44-foot wide street, including curbs and storm sewer.

This notice is given in conformance with Federal statutes, regulations, and the Oregon Action Plans pertaining to this type of proposal, whereby it is required that public notice be given to enable interested citizens to request a hearing on the proposal.

Any interested citizen may request that a public hearing be held covering the social, economic and environmental effects of the proposed location and design for this project by delivering a written request to the Wasco County Court, Courthouse, The Dalles, Oregon 97058, on or before September 29, 1978.

In event such a request is received, a public hearing will be scheduled and adequate notice will be publicized regarding the date and location of the hearing.

Information and a statement regarding the environmental effects about the proposed project is available at the Wasco County Engineer's office, Room 13, Courthouse, The Dalles, Oregon 97058.

Date of first publication of this notice is September 2, 1978.

Sue A. Proffitt,
County Clerk
Sept. 2, 9, 1978
No. 2282

Affidavit of Publication

STATE OF OREGON, County of Wasco } ss. 9-9-78

I, Ruth Myers, being first duly sworn, depose and say that I am the principal clerk of the publisher of The Dalles Chronicle, a newspaper of general circulation, as defined by sections ORS 193.010 and 193.020; Oregon Compiled laws, annotated; printed and published at The Dalles, in the aforesaid county and state, that the Public Notice a printed copy of which is hereto annexed, was published in the entire issue of said newspaper for Two successive and consecutive weeks issues in the following issues: Sep. 2, Sep. 9, 1978

Ruth Myers

Subscribed and sworn to before me this 9 day of Sept., 1978.

Notary Public for Oregon.

My Commission Expires July 31, 1980

Att: Don Howell

PROJECT MANAGEMENT
PME ☐ CCE ☒ OM ☐
[✓ LGE ☒] FAE ☐ OPE ☐
FEB 12 1979
File: PM FA
LG OP
TAA

9242

9-2-78

PUBLIC NOTICE

NOTICE IS HEREBY GIVEN, That Wasco County has proposed plans for future reconstruction of Snipes Street West from West 6th Street to West 10th Street.

The proposal consists of the construction of a 44-foot wide street, including curbs and storm sewer.

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Information and a statement regarding the environmental effects about the proposed project is available at the Wasco County Engineer's office, Room 13, Courthouse, The Dalles, Oregon 97058.

Date of first publication of this notice is September 2, 1978.

Sue A. Proffitt

Sue A. Proffitt, County Clerk

Date of Publication: September 2 and 9, 1978.

9242

June 23, 1978

Wasco County Court
Courthouse
The Dalles, OR 97058

Attention: Sue A. Proffitt
County Clerk

MISC. CONTRACTS and
AGREEMENTS No. 6398

Gentlemen:

Attached for your files is a fully executed copy of an agreement for improvement of the Mosier-The Dalles Highway-West 10th Street Section, West Snipes Street, FAU 4031.

We are retaining a fully executed copy of this agreement for the Transportation Commission's files.

Very truly yours,

C. W. Head
COMMISSION SERVICES

kkr

Attachment

bc: Don Harvell (agreement attached)

9242

May 19, 1978

Wasco County Court
Courthouse
The Dalles, OR 97058

Attn: Rex Kniesteadt
County Roadmaster

Gentlemen:

We have submitted a program to the Federal Highway Administration for approval of the preliminary engineering phase of the Mosier-The Dalles Highway-West 10th St. Section of West Snipes Street.

Financial sharing of the preliminary engineering is:

Total P.E.	$ 32,000
Federal Funds	27,440
Balance	$ 4,560
Local Share:	

50% of $4,560 = $2,280

Please make your check in the amount of $2,280 payable to the Oregon State Highway Division and send it to Highway Accounting, Room 434, Transportation Building, Salem, OR 97310.

Very truly yours,

ORIGINAL SIGNED BY
G. W. WIMER

G. W. Wimer
Local Government Manager

GEZ:dmc

bc w/AD# 426: Vern Skoog - Please return completed AD# 426
when check is received.
Region 4 Federal Aid Engineer

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL ND/OR AUTHORIZATION

9242 5-3-78

FEDERAL AID PROJECT NO.: -4031(1)

ST PROJECT NO.: See below

COUNTY NAME: Wasco

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

PROGRAM NO.:

ITEM NO.: 80252

FROM:
G. L. Green, Division Administrator
Salem, Oregon

TO:
Mr. F. B. Klaboe
Chief of Operations
Oregon Department of Transportation
Salem, Oregon

DATE PS & E APPROVED:

DATE AUTHORIZATION EFFECTIVE: 5-3-78

FEDERAL ROUTE NUMBER: FAU 4031

STATE ROUTE NUMBER: City Street

GENERAL LOCATION:
"Mosier/The Dalles Hwy. - West 10th St. (The Dalles) Section"

GENERAL DESCRIPTION OF WORK:
Preliminary engineering

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRLIMINARY ENGINEERING FOR SURVEY AND PLAN
☒ PREPARATION
☐ OTHER (Specify)

Including archeology salvage and
utility preparatory work
TEC NTE $32,000 F.F. $27,440

☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONTRICTION - ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's April 20, 1978, letter.

NOTED
F. B. KLABOE

Swan
5-5

DATE: 5-3-78

SIGNATURE OF APPROVING OFFICIAL:

TITLE: for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE. 1976—626-787

9242

ROBERT W. STRAUB
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

April 20, 1978

TO: G. L. Green, Division Administrator
Federal Highway Administration

Original Signed By
D. E. Swan

FROM: D. E. Swan
Federal Aid Manager

SUBJECT: PROJECT DATA SUBMISSION
Item No. 80252
Project No. M-4031(1)
Mosier/The Dalles Hwy.-W. 10th St.
(The Dalles) Section
Wasco County

Attached data consists of PR-1 form with project maps.

This project has been originated by local officials and concurred in by the Oregon Transportation Commission and the State Highway Division.

We request authorization to proceed with all phases of preliminary engineering including utility preparatory work and archeological salvage necessary to obtain PS&E approval at an estimated total cost of $27,000 with an obligation of $23,150 in federal funds.

DRH:dpy

Attachment

cc: Dale Allen (Region 4)
Gary Zehner

Budget Bureau No. 41-R2067
U.S

FORM PR-1
(REV. 4-61)

FEDERAL-AID PROGRAM DATA
(PPM 21-1)

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O. 4-20-78

CARD 2	REPORT NUMBER (19) (20)	PROJECT LOCATION (45 typewriter spaces) 21 City St., Mosier/The Dalles Hwy., S.W. 0.5 mi 65	ADT	PRESENT 1600 (66)	FUTURE 2700 (70)	YEAR 98 (71) (72)	REGION 10	STATE NAME Oregon

CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) 28 Preliminary Engineering 62	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)	PROJECT NUMBER PREFIX LETTER(S) 14 M- 23	NUMBER 4031 7

CARD 4	CLASS OF FEDERAL FUNDS Urban System	COUNTY NAME Wasco				
	NAME OF URBAN AREA 17-31 The Dalles	ROUTE NO. U	FEDERAL-AID 4031 (32)	STATE City St. (36)	U.S. (37) --	

ESTIMATED PROJECT COST BY PHASES

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	CLASS	WORK TYPE	WORK STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS
1	(14-15)	(16)	41	42	43 46	53		(54) (58)	(59) (66)	(67) (76)		
5					PE			0.47	32,000	27,440	2,277	2,277 (Co
5					ROW							
5					CONST (CODE)		Mosier/The Dalles Hwy.-W. 10th St. (The Dalles) Section					
							PROJECT TOTALS	0.47	32,000 (16) (23)	27,440 (24) (33)	2,277	2,277 (C

CARD	CODE	
1	1	PREPARED BY DRH
1	14	PROGRAM APPROVAL DATES

REMARKS

Budget Bureau No. 41-R2067; Approval Expires February 25, 1966

FORM PR-1
(REV. 4-61)

4-20-78

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

T LOCATION (45 typewriter spaces)		ADT PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
St., Mosier/The Dalles Hwy., S.W. 0.5 mi	ADT	1600	2700	98	10	Oregon	41	W32	80252

K (35 typewriter	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	T. Projects Only POST MI.	DESIG.
ing								M-	4031	(1)		

Urban System

The Dalles

COUNTY NAME: Wasco CODE 065

ROUTE NO. U FEDERAL-AID 4031 STATE City St. U.S. --

PROGRAM STAGE ☐ 1 OR ☐ 2

ESTIMATED PROJECT COST BY PHASES

K PE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
		Mosier/The Dalles Hwy.-W. 10th St. (The Dalles) Section	0.47	32,000	27,440	2,277	2,277 (Co.)	ROW-60' min.; Access Control-none; Parking Restrictions-None.
W								
ST								
DRH	PROJECT TOTALS		0.47	32,000	27,440	2,277	2,277 (Co.)	

L DATES

REMARKS

USCOMM DUSCOMM-DC 48905-P61

MOSIER/THE DALLES HIGHWAY-W. 10th ST. (THE DALLES) SECTION
PROJECT NO. M-4031(1)

Existing Facility: Bituminous surfaced 2-10' lanes with 3' gravelled shoulders.

Adjacent Sections:

Northeast -- Jct. with Mosier/The Dalles Highway

Southwest -- Jct. with W. 10th Street

Project Data: Work under this project consists of preliminary engineering all phases including preliminary engineering by utility forces and archeological salvage necessary for the future construction required to widen the existing facility to 44 feet curbed section providing 2-12 foot lanes with 10 feet parking on both sides and provisions for sidewalks on each side.

System Action, Railroads, Water Developments, Historical and Recreations Areas: None involved.

Airports: The Dalles Municipal Airport lies norheast and within 2 miles of the project. However, no conflict with the operation of the airport will result from this project.

FHPM 7-7-2 Requirements: Nonmajor action project concurred in by FHWA on April 5, 1978.

FHPM 4-1-4 Requirements:

a. State Clearinghouse -- A-95 review letter of approval 4-11-78.

b. District 9 Clearinghouse -- Notice of Intent was submitted to the District 9 Clearinghouse on March 7, 1978 and since the Notice of Intent has lain before the Clearinghouse more than 30 days without action it is assumed no adverse review or comments will be received.

FHPM 7-7-5 Requirements: In accordance with the Oregon Action Plan, federal statutes and regulations.

Date for PR-37's

Preliminary Engineering	Field	$27,
	PS&E	5,
	TOTAL	$32,

NOTE: This project is in Congressional District

GHWAY-W. 10th ST. (THE DALLES) SECTION

Bituminous surfaced 2-10' lanes with 3' gravelled shoulders.

t. with Mosier/The Dalles Highway

t. with W. 10th Street

under this project consists of preliminary engineering all
liminary engineering by utility forces and archeological
r the future construction required to widen the existing
curbed section providing 2-12 foot lanes with 10 feet
s and provisions for sidewalks on each side.

oads, Water Developments, Historical and Recreations Areas:

s Municipal Airport lies norheast and within 2 miles of the
conflict with the operation of the airport will result

nts: Nonmajor action project concurred in by FHWA on

nts:

inghouse -- A-95 review letter of approval 4-11-78.

Clearinghouse -- Notice of Intent was submitted to the
Clearinghouse on March 7, 1978 and since the Notice of
lain before the Clearinghouse more than 30 days without
s assumed no adverse review or comments will be received.

nts: In accordance with the Oregon Action Plan, federal
ions.

Date for PR-37's

Preliminary Engineering	Field	$27,000
	PS&E	5,000
	TOTAL	$32,000

NOTE: This project is in Congressional District No. 2.

9242

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

THE DALLES
FAUS

STATE CLEARINGHOUSE

Intergovernmental Relations Division
Room 306, State Library Building
Salem, Oregon 97310, Phone: 378-3732

STATE A-95 REVIEW CONCLUSIONS

APPLICANT: Oregon Department of Transportation- Highway Division

PROJECT TITLE: West Snipes Avenue

DATE: April 11, 1978

The state has reviewed your project and reached the following conclusions:

☒ No significant conflict with the plans, policies or programs of state government have been identified ~~and your proposal is endorsed as presented.~~

☒ Relevant comments of state agencies are attached and should be considered in the final design of your proposal.

☐ Potential conflicts with the plans and programs of the state agency(s) have been satisfactorily resolved. No significant issues remain.

☐ Significant conflicts with the plans, policies or programs of state government have been identified and remain unresolved. The final proposal has been reviewed and the final comments and recommendations of the state are attached.

cc: G. L. Green
H. S. Coulter
F. E. Terpin
J. B. Boyd
J. H. Versteeg
Gary Potter
W. J. Hart
Reg. 2 Eng.
Dist. 3 Eng.
Aeronautics Div.
B. L. Gifford
D. E. Swan
G. W. Wimer

NOTICE TO FEDERAL AGENCY

The following is the officially assigned State Identifier Number:

This number should be used on all correspondence and particularly on SF 240 as required by OMB A-98.

PROJECT MANAGEMENT
FME ☐ CCE ☐ OM
LGE ☒ [✓ FAE ☐] OPE
APR 12 1978
File: PM FA
LG GP

A copy of this notification and attachments, if any, must accompany your application to the federal agency as required by OMB A-95. Comments of the appropriate local reviewing agencies must also be included.

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
Room 306, State Library Building
Salem, Oregon 97310, Phone: 378-3732

PNRS STATE REVIEW

Project #: 7803 2 270 Due Date: APR 7 1978

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have no comment and the file will be closed.

PROGRAM REVIEW AND COMMENT

To State Clearinghouse: We have reviewed the subject Notice and have reached the following conclusions on its relationship to our plans and programs:

- ( ) It has no adverse effect.
- ( ) We have no comment.
- ( ) Effects, although measurable, would be acceptable.
- ( ) It has adverse effects.
- ( ) We are interested but require more information to evaluate the proposal.
- (X) Please coordinate the implementation of the proposal with us.
- ( ) Additional comments for project improvement. (Attach if necessary)

- - - - - - - - - - -

REMARKS (Please type or print legibly)

DUE TO THE EXTREME SENSITIVITY OF THE DALLES AREA FOR ARCHEOLOGIC AND HISTORIC-ARCHEOLOGIC RESOURCES, THIS OFFICE WOULD REQUEST THAT THE [illegible] COORDINATE AND CONSULT WITH THIS OFFICE AND THE [illegible] OF ANTHROPOLOGY IN THIS [illegible]

Agency HISTORIC PRESERVATION OFFICE
STATE PARKS & RECREATION BRANCH
525 TRADE STREET SE
SALEM, OREGON · 97310

By

9242 08

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT
Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
The Equitable Center, Suite 100
530 Center NE. - Salem OR 97301

DATE: April 5, 1978

In reply refer to: HB.4-OR

SUBJECT: Oregon Project M-4031(-)
PROJECT ASSESSMENT
Mosier-The Dalles Highway-W. 10th Street
West Snipes Street
Wasco County

FROM : G. L. Green, Division Administrator

TO : Mr. Gary A. Potter, Mgr, Environmental Section, ODOT
Salem, Oregon

The subject project assessment submitted with your March 30, 1978 letter has been reviewed.

We concur with your finding that the proposed project constitutes a non-major action. We also concur with your traffic noise analysis.

The proposed standards, design and other specific details contained in the assessment will be subject to future reviews at the appropriate stage during the project development.

for G. K. [illegible]
G. L. Green

cc:
ODOT (Mr Moehring, Mgr, Proj Mgmt)
OSHD (Reg 4, Env)

Environmental Section
April 6, 1978

cc: D. H. Moehring (2)
J. B. Boyd (3)
L. E. George
W. J. Hart
C. T. Keasey
J. H. Versteeg (4)
F. E. Terpin (3)
George Bell
Surfacing Design - Lab. Bldg.
Dale Allen
R. S. Hawkins
R. J. Vancleave
Gerald Wimer ✓
B. L. Gifford
Larry Asburry

CATEGORY 3
ASSESS. ONLY

PROJECT MANAGEMENT
PME ☐ CCE ☐ OM ☐
LGE ☒ FAE ☐ OPE ☐
APR 6 1978
TAA GARY File: PM FA LG OP

M-4031 ( )

OREGON STATE HIGHWAY DIVISION
PROJECT ASSESSMENT

PART 1. GENERAL INFORMATION

A. Project Identification:

Date February 28, 1978

Section Mosier-The Dalles Hwy.-W. 10th St. (Mosier)
Unit (if appl)

County Wasco
City

Highway West Snipes St.
State Hwy. No.

Termini: M.P.(if appl) Mosier-TD Hwy - W. 10th St
Length

Region
Construction Estimate 268,592
Program Amount

B. Purpose of Project: To bring this section of road up to present Wasco County standards. Increased width will provide area other than the traffic lanes for pull off and parking. It will improve an inadequate drainage system, improve traffic flow and reduce maintenance costs.

C. Origin & History of Project: Wasco County's Advance Road Planning program adopted in 1974 recommended this road for improvement. This Road Planning program takes into consideration: payment width, shoulder to shoulder width, alignment, grade, safe passing sight distance, surface riding quality, structural adequacy, drainage adequacy, school bus routes, mail routes, economy (land use rating), recreation, commercial service, community service and other practical considerations.

D. General Description of Project: Construction of a 44 foot wide street including curbs and storm sewer with additional five foot width provided in fill and cut areas for future sidewalk.

- Alignment: New ______ Existing X Combined ______

Typical Section: Existing: No. Lanes 2; Med. ___; Shldrs. 3; Parking ___

Proposed: No. Lanes 2; Med. ___; Shldrs. ___; Parking 10

Traffic: Existing Facility: Existing ADT 1600; Projected ADT 1920; Yr. 1980

Existing Level of Service ______

Proposed Facility: Projected ADT 1920; Yr. 1980

Projected Level of Service ______

Right of Way: Additional anticipated X (Yes, No); if yes, give approx. No. Parcels 26

Acres 0.86; Type of Relocation Req. ______; No. X

Materials Source, Borrow, Waste Disposal Requirements, if any: None anticipated at this time.

Type of Structure(s): None

Brief Description of River or Stream and Type of Involvement, if any:

Local City, County or COG priorities of project: Presently has first priority for FAU funds in this urban area.

FHWA and/or OSHD approvals given, if any: Priority ranking was joint agreement of Wasco County, City of The Dalles, and Oregon State Highway Division District Engineer. Preliminary engineering has been approved.

Location or Design Alternatives (identify and describe):

1. Do not build.
2. Reduced width.
3. No area provided for future sidewalks.

Other Descriptive Information or Comments:

(Attach project sketch map.)

PART II. ENVIRONMENTAL ASSESSMENT

A. Brief Environmental Setting of Project Area:

1. Natural: See exhibit "C"

2. Cultural: Adjacent land uses are a mix of residential and commercial on that section between 6th and 8th. Between 8th and 10th the area is residential. The comprehensive plan indicates the area between 6th & 7th as service residential and between 7th and 10th as residential. The project will not contribute to increased traffic flow in the area, therefore, will not increase the noise level or air degradation with the exception of incidental noise during the construction phase.

There are no known historical or archeological sites or buildings in the area.

The utilities that may be affected are: Electricity - Northern Wasco County Public Utility District, sanitary sewer - The Dalles City, T.V. - Cox Cablevision, Telephone - Pacific Northwest Bell, natural gas - Northwest Natural Gas.

B. Preliminary Assessment of Environmental Impacts:

1. Consequences and Significance of Right-of-Way Acquisition: Acquisition will necessitate taking of, in some cases, land presently utilized as front yards.

2. Estimated Impact on Traffic Patterns: No significant changes anticipated.

Consequences--Air Quality, Noise, Safety, etc.: No discernible impact on noise and air quality. Traffic safety should be improved.

3. Estimated Impact on Land Use: This project will promote residential development within the urban growth boundary.

Consequences: There is a definite need to provide areas for residential development in The Dalles vicinity. This type of project will help alleviate the pressure for growth outside the urban boundary.

4. Expected Impact on Natural Ecological Resources: None. This project involves no wetlands.

Consequences:

5. Expected Impact on Cultural and Scenic Resources: A cultural resource survey may be required.

Consequences:

6. Preliminary Identification of Areas of Critical Concern: None

7. Potential for Controversial Issues: None other than those involved with individual right of way acquisitions.

8. Potential for Consistency of Proposal With:

a. Clean Air Implementation Plans

None in effect for area.

b. Noise Standards

A study report may be required.

c. Water Quality Standards

None in effect.

d. Area Land Use and Transportation Plans, and Zoning No conflict with existing plans.

C. Recommended Type of Action and Documentation:

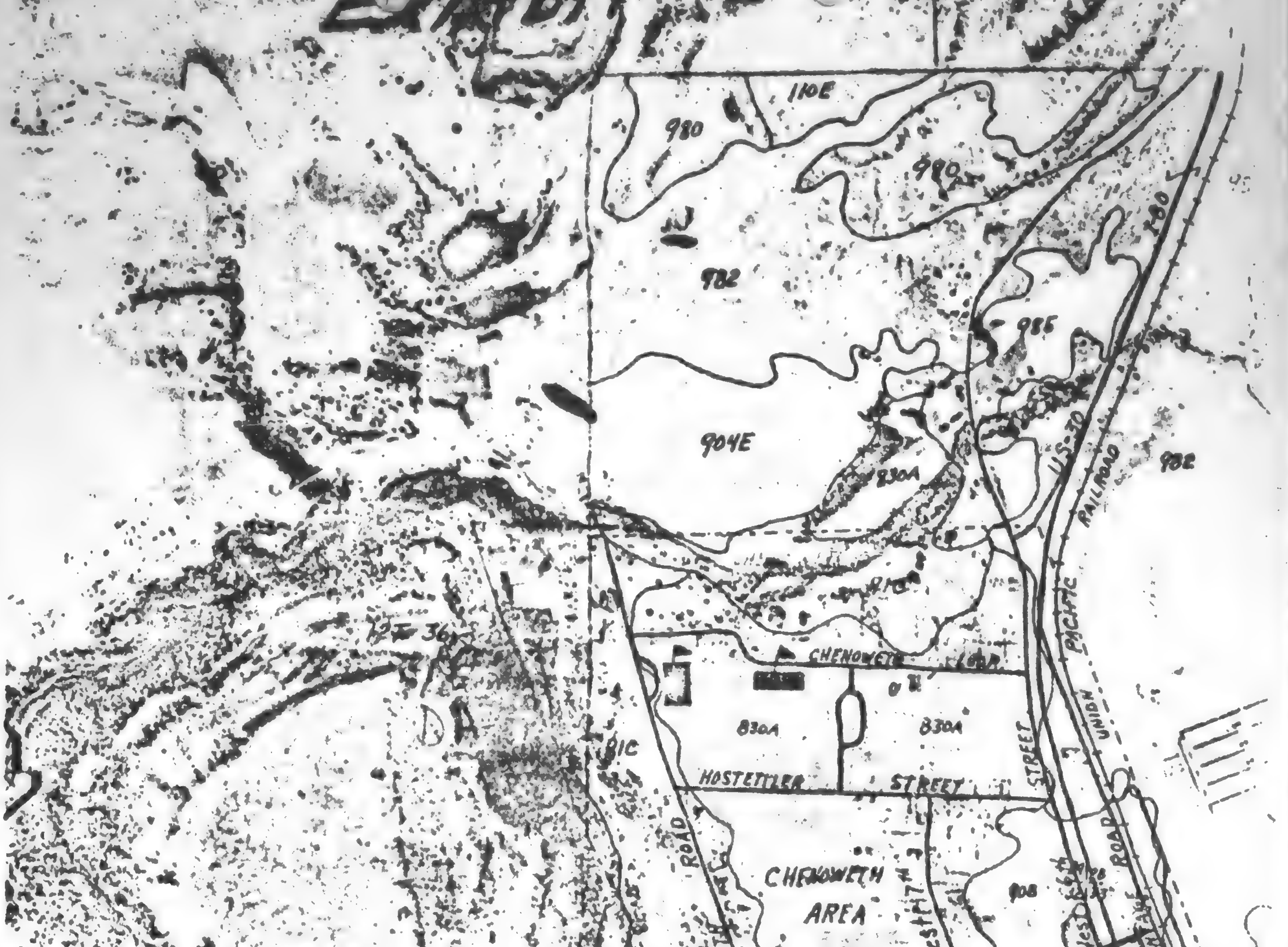
-------------MAJOR ACTION----------------- ----NON-MAJOR ACTION-----

SIGNIFICANT:	NON-SIGNIFICANT:	
____ D & FEIS	____ D & F Neg.Dec.	[✓ ASSESSMENT ONLY]
____ Section 4(f)	____ Section 4(f)	____ STATEWIDE ASSESSMENT

Basis for Type of Action and Documentation:

D. Recommended Project Category: ____ 1 ____ 2 [✓ 3] ____ 4

Exhibit "C" 12


110E
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USDA - SCS ADVANCE COPY - SUBJECT TO CHANGE

706

OR-SOILS-1 12/72
FILE CODE SOILS 12

SOIL INTERPRETATIONS FOR OREGON   U.S.D.A. SOIL CONSERVATION SERVICE

DATE: 1/7/74 A-D-G   Rock Outcrop - Xeropsamments 1/ SERIES   SOILS: 1. *Rock outcrop - Xeropsamments*

Rock outcrop-Xeropsamments consists of about 45 to 60 percent rock outcrop and 30 to 45 percent Xeropsamments. This land type consists of excessively to well drained loamy fine sand, loamy sand, and sand soils formed in wind or water lain materials. These terrace soils have 0 to 5 percent slopes. Elevation, vegetation, precipitation, mean annual air temperature, and average frost-free period are variable.

There is no representative soil profile for this land type. The surface layer and substratum are grayish-brown, light brownish-gray, or pale brown (dry) loamy fine sand, loamy sand, or sand about 30 inches thick. Depth to bedrock is 20 to more than 60 inches.

Permeability is rapid to very rapid. Available water capacity is 1 to 6 inches. Water-supplying capacity is 5 to 10 inches. Effective rooting depth is 40 to 60 inches. Runoff is slow. The water erosion hazard is slight. The wind erosion hazard is severe.

Rock outcrop-Xeropsamments are used for range and wildlife habitat. These soils occur in Oregon (B6, B8, B10).

ESTIMATED SOIL PROPERTIES 1/

DEPTH FROM SURFACE (in.)	CLASSIFICATION			COARSE FRACT. OVER 3 IN.	% OF MATERIAL PASSING SIEVE				LIQUID LIMIT	PLASTICITY INDEX	PERMEABILITY (in/hr)	AVAIL. WATER CAP. (in/in)	SOIL REACTION (pH)	SHRINK SWELL POTENTIAL
	USDA TEXTURE	UNIFIED	AASHO		#4	#10	#40	#200						
0-30	loamy fine sand, loamy sand, sand	SM, SP-SM	A-2	0	90-100	85-100	40-75	5-30	-	NP	6 - 20	.05-.10	6.1-7.3	low

DEPTH (in.)	CONDUCTIVITY (mmhos/cm)	CORROSIVITY		EROSION FACTORS		WIND EROD. GROUPS	FLOODING			HIGH WATER TABLE			HYDROLOGIC GROUP
		STEEL	CONCRETE	K	T		FREQUENCY	DURATION	MONTHS	DEPTH (ft.)	KIND	MONTHS	
0-30		low	low	.30	2-3	2	none	-	-	>6	-	-	B/D

CEMENTED PAN		BEDROCK		FROST ACTION	REMARKS
DEPTH (in.)	HARDNESS	DEPTH (in.)	HARDNESS		
-	-	20 >60	hard	-	

SANITARY FACILITIES AND COMMUNITY DEVELOPMENT

USE	SOIL	RATING	RESTRICTIVE FEATURES
SEPTIC TANK ABSORPTION FIELDS	1	Slight to severe	Depth to rock
SEWAGE LAGOONS	1	Severe	Percolates rapidly
SANITARY LANDFILL (TRENCH)	1	Severe	Percolates rapidly
SANITARY LANDFILL (AREA)	1	Severe	Percolates rapidly
DAILY COVER FOR LANDFILL	1	Fair to poor	Too sandy
SHALLOW EXCAVATIONS	1	Severe	Cutbanks cave
DWELLINGS WITHOUT BASEMENTS	1	Slight to moderate	Depth to rock
DWELLINGS WITH BASEMENTS	1	Moderate to severe	Depth to rock
SMALL COMMERCIAL BUILDINGS	1	Slight to moderate	Depth to rock
LOCAL ROADS AND STREETS	1	Severe	Large stones, depth to rock

SOURCE MATERIAL AND WATER MANAGEMENT

USE	SOIL	RATING	RESTRICTIVE FEATURES
ROADFILL	1	Good to poor	Depth to rock, area reclaim
SAND	1	Poor to fair	Excessive fines
GRAVEL	1	Unsuited	Excessive fines
TOPSOIL	1	Poor	Too sandy
POND RESERVOIR AREA	1	Severe	Percolates rapidly
EMBANKMENTS DIKES AND LEVEES	1	Severe	Hard to pack, piping
DRAINAGE	1	-	Not needed
IRRIGATION	1	-	-
TERRACES AND DIVERSIONS	1	-	Not needed
GRASSED WATERWAYS	1	-	Not needed

CONTINUATION SHEET OR-SOILS-1 12/72 Rock Outcrop - Xeropsamments SERIES

RECREATION

USE	SOIL	RATING	RESTRICTIVE FEATURES	USE	SOIL	RATING	RESTRICTIVE FEATURES
CAMP AREAS	1	Moderate	Too sandy	PLAYGROUNDS	1	Moderate	Too sandy, depth to rock
PICNIC AREAS	1	Moderate	Too sandy	PATHS AND TRAILS	1	Moderate	Too sandy

CAPABILITY AND PREDICTED YIELDS - CROPS AND PASTURE (HIGH LEVEL MANAGEMENT)

SOIL	CAPABILITY														REMARKS
	NIRR	IRR	NIRR	IRR	NIRR	IRR	NIRR	IRR	NIRR	IRR	NIRR	IRR	NIRR	IRR	
1	VIIs	-													

WOODLAND SUITABILITY

SOIL	POTENTIAL PRODUCTIVITY		WOOD SUIT. GROUP	MANAGEMENT PROBLEMS					NATIVE SPECIES
	SPECIES	SITE INDEX		EROSION HAZARD	EQUIPMENT LIMIT.	SEEDLING MORTALITY	WINDTHROW HAZARD	PLANT COMPET.	
1	None								

WINDBREAKS

SOILS	SPECIES	HT. AGE 20	PERFORMANCE	SPECIES	HT. AGE 20	PERFORMANCE	SPECIES	HT. AGE 20	PERFORMANCE
1	None								

WILDLIFE HABITAT SUITABILITY

SOIL	POTENTIAL FOR HABITAT ELEMENTS								POTENTIAL AS HABITAT FOR:			
	GRAIN & SEED	GRASS & LEGUME	WILD HERB.	HARDWD TREES	CONIFER PLANTS	SHRUBS	WETLAND PLANTS	SHALLOW WATER	OPENLAND WILDLIFE	WOODLAND WILDLIFE	WETLAND WILDLIFE	RANGELAND WILDLIFE
1 NIRR	Poor	Poor	Fair	Fair	Poor	Fair	V.poor	V.poor	Poor	Fair	V.poor	Fair

RANGELAND

RANGE SITE NAME	SOIL	KEY SPECIES AND % COVER	POTENTIAL YIELDS		NORMAL SEASON	
			TOTAL lb/Ac	USABLE Ac/AUM	GROWING	GRAZING
	1					

FOOTNOTES

1/ Ratings are for the Xeropsamment portion of land type unless noted.

OR-SOILS-1 12/72
FILE CODE SOILS 12

SOIL INTERPRETATIONS FOR OREGON

U.S.D.A. SOIL CONSERVATION SERVICE

DATE: 10/73 A-D-G   Tygh SERIES   SOILS: 1. *Tygh fine sandy loam*

The Tygh series consists of a somewhat poorly drained soil that formed from alluvium of volcanic ash, wind-laid silts and moderately coarse textured old sedimentary material. This bottom land soil has 0 to 3 percent slopes. Elevations are 200 to 1800 feet. Where not cultivated, the vegetation is bluebunch wheatgrass, giant wildrye, Oregon white oak, and ponderosa pine. Average annual precipitation is 14 to 20 inches, average annual air temperature is 48° to 50° F., and the average frost-free period (32° F.) is 130 to 150 days and 28° F. is 150 to 180 days.

Typically, the surface layer is very dark brown (moist) fine sandy loam about 10 inches thick. The subsoil is dark grayish-brown (moist) fine sandy loam about 21 inches thick. The upper substratum is dark gray (moist) sandy loam about 11 inches thick. The lower substratum is dark gray (moist) loamy sand about 5 inches thick. Depth to gravel or very gravelly sand is 40 to 60 inches.

Permeability is moderately rapid. Available water capacity is 4 to 8 inches. Runoff is slow. The water erosion hazard is slight.

This soil is used for hay, pasture, dryfarm small grains, range, and wildlife habitat. This soil occurs in north central Oregon (B8).

Classification: Fluvaquentic Haplaquolls, coarse-loamy, mixed, mesic family.

ESTIMATED SOIL PROPERTIES

DEPTH FROM SURFACE (in.)	CLASSIFICATION			COARSE FRACT. OVER 3 IN.	% OF MATERIAL PASSING SIEVE				LIQUID LIMIT	PLASTICITY INDEX	PERMEABILITY (in/hr)	AVAIL. WATER CAP. (in/in)	SOIL REACTION (pH)	SHRINK SWELL POTENTIAL
	USDA TEXTURE	UNIFIED	AASHO		#4	#10	#40	#200						
0-30	fine sandy loam	SM,ML	A-4	0	95-100	95-100	65-85	40-55	-	NP	2.0-6.0	.13-.15	6.6-7.3	low
					90-100	90-100	55-70	25-40	-	NP	2.0-6.0	.11-.13	6.6-7.3	low
30-41	sandy loam	SM	A-2	0	85-95	80-95	40-70	10-30	-	NP	6.0-20.0	.06-.08	6.6-7.3	low
41-46	loamy sand	SM	A-2	0	15-30	10-25	5-20	0-5	-	NP	20.0+	.03-.05	6.6-7.3	low
46-60	very gravelly sand	GW,GP	A-1	0-5										

DEPTH (in.)	CONDUCTIVITY (mmhos/cm)	CORROSIVITY		EROSION FACTORS		WIND EROD. GROUPS
		STEEL	CONCRETE	K	T	
0-30		low	low	.20	3	-
30-41		low	low	.20	-	-
41-46		low	low	.10	-	-
46-60		low	low	-	-	-

FLOODING			HIGH WATER TABLE			HYDROLOGIC GROUP
FREQUENCY	DURATION	MONTHS	DEPTH (ft.)	KIND	MONTHS	
common	brief	Dec-Mar	2.0-3.0	perched	Dec-June	B

CEMENTED PAN		BEDROCK		FROST ACTION	REMARKS
DEPTH (in.)	HARDNESS	DEPTH (in.)	HARDNESS		
-	-	>60	-	high	

SANITARY FACILITIES AND COMMUNITY DEVELOPMENT

USE	SOIL	RATING	RESTRICTIVE FEATURES
SEPTIC TANK ABSORPTION FIELDS	1	Severe	Wet, floods
SEWAGE LAGOONS	1	Severe	Wet, floods
SANITARY LANDFILL (TRENCH)	1	Severe	Wet, floods
SANITARY LANDFILL (AREA)	1	Severe	Wet, floods
DAILY COVER FOR LANDFILL	1	Good	-
SHALLOW EXCAVATIONS	1	Severe	Wet, floods
DWELLINGS WITHOUT BASEMENTS	1	Severe	Floods
DWELLINGS WITH BASEMENTS	1	Severe	Wet, floods
SMALL COMMERCIAL BUILDINGS	1	Severe	Floods
LOCAL ROADS AND STREETS	1	Severe	Frost action

SOURCE MATERIAL AND WATER MANAGEMENT

USE	SOIL	RATING	RESTRICTIVE FEATURES
ROADFILL	1	Poor	Frost action
SAND	1	Poor	Excessive fines
GRAVEL	1	Poor	Excessive fines
TOPSOIL	1	Good	-
POND RESERVOIR AREA	1	Moderate	Percolates rapidly
EMBANKMENTS DIKES AND LEVEES	1	Moderate	Low strength, piping
DRAINAGE	1	Severe	Wet
IRRIGATION	1	Favorable	-
TERRACES AND DIVERSIONS	1	-	Not needed
GRASSED WATERWAYS	1	-	Not needed

CONTINUATION SHEET OR-SOILS-1 12/72

Tygh SERIES

RECREATION

USE	SOIL	RATING	RESTRICTIVE FEATURES	USE	SOIL	RATING	RESTRICTIVE FEATURES
CAMP AREAS	1	Moderate	Wet	PLAYGROUNDS	1	Moderate	Wet
PICNIC AREAS	1	Moderate	Wet	PATHS AND TRAILS	1	Moderate	Wet

CAPABILITY AND PREDICTED YIELDS - CROPS AND PASTURE (HIGH LEVEL MANAGEMENT)

SOIL	CAPABILITY		WinterWheat Bu		Grass-Legume Hay - Tons										REMARKS
	NIRR	IRR	NIRR	IRR	NIRR	IRR	NIRR	IRR	NIRR	IRR	NIRR	IRR	NIRR	IRR	
1	IVe	IIIs	45	-	1	3									

WOODLAND SUITABILITY

SOIL	POTENTIAL PRODUCTIVITY		WOOD SUIT. GROUP	MANAGEMENT PROBLEMS					NATIVE SPECIES
	SPECIES	SITE INDEX		EROSION HAZARD	EQUIPMENT LIMIT.	SEEDLING MORTALITY	WINDTHROW HAZARD	PLANT COMPET.	
1	None								

WINDBREAKS

SOILS	SPECIES	HT. AGE 20	PERFORMANCE	SPECIES	HT. AGE 20	PERFORMANCE	SPECIES	HT. AGE 20	PERFORMANCE
1	None								

WILDLIFE HABITAT SUITABILITY

SOIL	POTENTIAL FOR HABITAT ELEMENTS								POTENTIAL AS HABITAT FOR:			
	GRAIN & SEED	GRASS & LEGUME	WILD HERB.	HARDWD TREES	CONIFER PLANTS	SHRUBS	WETLAND PLANTS	SHALLOW WATER	OPENLAND WILDLIFE	WOODLAND WILDLIFE	WETLAND WILDLIFE	RANGELAND WILDLIFE
1	Fair	Fair	Fair	-	-	Poor	Poor	Poor	Fair	-	V.poor	Poor

RANGELAND

RANGE SITE NAME	SOIL	KEY SPECIES AND % COVER		POTENTIAL YIELDS		NORMAL SEASON	
				TOTAL lb/Ac	USABLE Ac/AUM	GROWING	GRAZING
Semi-Moist Bottomland	1	giant wildrye	40		0.3-0.5	3/15 - 8/1	5/1 - 12/1

FOOTNOTES

9242

3

March 15, 1978

TO OREGON TRANSPORTATION COMMISSION

FROM H. S. Coulter
State Highway Engineer

SUBJECT Federal Aid Urban System Project Requests

On the consent calendar for the March 28 meeting will be four requests for approval of Urban System Projects.

Grants Pass is requesting a $40,000 preliminary engineering project to prepare contract documents for a future project to interconnect traffic signals on 6th and 7th Streets.

A $60,000 project to signalize the intersection of Center Street and Lancaster Drive is being requested by the City of Salem.

The request from The Dalles is for a $150,000 project to upgrade and interconnect traffic signals on 2nd and 3rd Streets.

Wasco County's request is for a $236,600 project to acquire right-of-way and construct a 0.47 mile segment of West Snipes Street.

Federal Urban System funds for these projects are estimated at $371,060 with the State providing approximately $30,200 in match funds and $74,740 being contributed by local government.

These projects have been investigated and are eligible for funding under the Federal Aid Urban System Program. I recommend your approval and request authorization to sign the project agreements for and on your behalf.

Attachment

bc: R. A. Burco
F. B. Klaboe
C. W. Head
E. S. Hunter
D. H. Moehring
R. N. Bothman
V. E. Skoog
J. H. Versteeg
C. O. Fredrickson
A. Shirley, Jr.
Dale D. Allen
D. N. Harwell
George Bell

WASCO COUNTY
Proposed Urban System Project

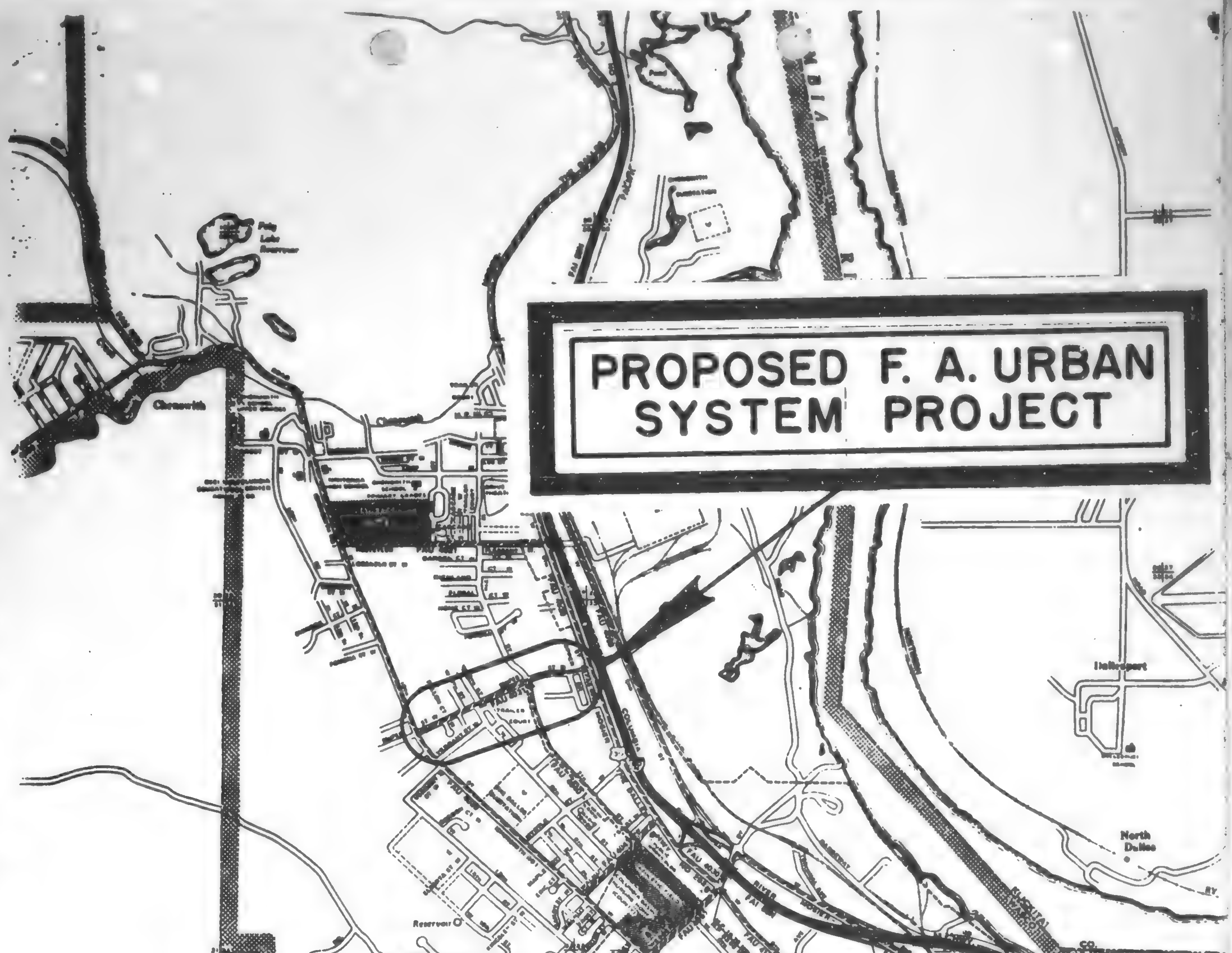
Mosier-The Dalles Hwy.-W. 10th Street
Section, West Snipes Street, FAU 4031
Grade, Drain and Pave
0.47 Miles
$236,600

This project entails all the work and costs to widen and improve West Snipes Street to a 44-foot wide street. The work will include curbs, storm sewers, and an additional 5-foot graded width in fill and cut areas for future sidewalks.

Right-of-way will be acquired as a participating cost of the project and a public hearing will be held.

The preliminary engineering phase of the project was previously approved and is being accomplished by State. State will also perform the construction engineering.

78-c
3-13-78



PROPOSED F. A. URBAN SYSTEM PROJECT

THE DALLES
N
Chenoweth
North Dalles
Ryan

(#2) 9242

DEPARTMENT OF TRANSPORTATION

STATE HIGHWAY BUILDING • • SALEM, OREGON • • 97310

March 7, 1978

TO	**Executive Department** **Federal Aid Coordination Unit**	Mid-Columbia Economic Development District Wasco County Courthouse, Annex B The Dalles, OR 97058
FROM	D E Swan **D. E. Swan** **Federal Aid Engineer**	
SUBJECT	**Notice of Intent for Federal Aid Funds** **State Admin. Dist. No.** 9 **Section:** Mosier-The Dalles Hwy.-W. 10th St. (Mosier) **Highway:** West Snipes Ave. **County:** Wasco	

In accordance with Executive Memorandum 02-270-20, attached are copies of the Notices of Intent for the subject project.

Early programing of this project for advance planning in anticipation of future construction is necessary; therefore, your prompt attention to this proposal will be appreciated.

Allowing time for your review, we estimate the date of filing for federal aid funds on this project to be April 7, 1978.

BLG:dmc

Attachment

cc: G. L. Green ✓
H. S. Coulter ✓
F. E. Terpin
J. B. Boyd
J. H. Versteeg
Gary Potter
W. J. Hart

Region 4: Dale Allen
District 9 : R. S. Hawkins
Aeronautics Division
Paul Hartwig, Parks
Gerald Wimer
B. L. Gifford

RECEIVED
STATE HWY ENGR
MAR 8'78
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

NOTIFICATION OF INTENT TO APPLY FOR FEDERAL AID

i	For Internal Use Only	1-8] PNRS #	Page One

02	12] APPLICANT [45 Department of Transportation	46] DIVISION [79 Highway

03	12] APPLICANT ADDRESS STREET [45 O'DOT Building	46] CITY [60 Salem	76] ZIP [80 97310

04	12] CONTACT PERSON [45 D. H. Moehring	46] AREA CODE [48 503	49] PHONE [55 378	56] EXTENSION [59 6563

01	12] PROJECT TITLE [71 Mosier-The Dalles Hwy.-W. 10th St. (Mosier)

11	12] PROJECT LOCATION—CITY West Snipes Ave.	PROJECT LOCATION—COUNTY Wasco	PROJECT LOCATION [79 SEC: T: R:

05	SUMMARY PROJECT DESCRIPTION (ATTACH SUPPORTING DOCUMENTS AS NECESSARY—SEE INSTRUCTIONS ON BACK) [71
06	12] Construction of a 44 foot wide street including curbs and storm sewer with [71
07	12] additional five foot sidth provided in fill and cut areas for future sidewalk. [71
08	12] (See Attachment) [71
09	12] [71
10	12]

12	AMOUNT REQUESTED—FEDERAL FUNDS		NON-FEDERAL MATCHING FUNDS		OTHER	TOTAL
	12] (A) Grant [19	20] (B) Other [27	28] (C) State [35	36] (D) Local [43	44] (E) FUNDS [51	52] (F) FUNDS [60
	231,340	--	18,830	18,830	--	269,000

13	12] TYPE OF OTHER FEDERAL FUNDS (See 12B) [45	46] TYPE OF OTHER NON-FEDERAL FUNDS (See 12E) [79

14	12] FEDERAL PROGRAM TITLE [71 Title 23 USC Highways

15	12] FEDERAL AGENCY NAME [45 U. S. Department of Transportation	46] FEDERAL SUB-AGENCY NAME [79 FHWA

17 **(A) TYPE OF APPLICANT:** (Check (X) the single most applicable box)

STATE	INTER-STATE	COUNTY	CITY	SCHOOL DISTRICT	SPECIAL DISTRICT	COMMUNITY ACTION	SPONSORED ORGANIZATION	OTHER
☒ 12	☐ 13	☐ 14	☐ 15	☐ 16	☐ 17	☐ 18	☐ 19	☐ 20

(B) TYPE OF ACTION: (Check (X) as many boxes as apply to this action)

NEW GRANT	CONT. GRANT	SUPPL'T GRANT	INCREASE DURATION	DECREASE DURATION	CANCELLATION	INCREASE DOLLARS	DECREASE DOLLARS
☒ 21	☐ 22	☐ 23	☐ 24	☐ 25	☐ 26	☐ 27	☐ 28

(C) HAS DISTRICT CLEARINGHOUSE BEEN NOTIFIED?	(D) REVIEW REQUIRED by A-95	(E) ENVIRONMENTAL IMPACT	(F) HOUSING RELOCATION REQUIRED
Yes ☒ 29 No ☐ 30 Date: March 7, 1978	Yes ☒ 31 No ☐ 32	Yes ☐ 33 No ☒ 34	Yes ☐ 35 No ☒ 36

(G) ESTIMATED APPLICATION FILING DATE:	41] MONTH [42 April	43] DAY [44 7	45] YEAR [46 1978

Form PNRS-1 Page 1

ADDITIONAL INFORMATION—ALL APPLICANTS

I. A. Is the project consistent with the city or county comprehensive plan, zoning and subdivision ordinance? No ☐ Yes ☒

I. B. Is the proposal consistent with statewide land use goals? No ☐ Yes ☒

I. C. Is the proposal consistent with state and regional plans? No ☐ Yes ☒

II. Will the project have an impact on a neighboring jurisdiction? No ☒ Yes ☐

If so, is the project consistent with the comprehensive plan for that jurisdiction? No ☐ Yes ☐

III. Explain deviations if any, from pertinent plans.

IV. Federal Catalog number (or Public Law no. and title) 20.205 Highway Planning & Construction

V. Has funding agency been notified? No ☐ Yes ☒ Date: March 7, 1978

VI. If project includes state funds (12C), identify agency Highway

STATE AGENCIES ONLY

VIII. (a) IS PROGRAM BUDGETED ☐ NON-BUDGETED ☐

(b) STATE SHARE

GENERAL FUND CASH	OTHER FUND CASH	IN KIND
$	$	$

(c) FUNDING METHOD	FEDERAL SHARE		STATE SHARE		TOTAL	
First Year	%	$	%	$	%	$
Second Year	%	$	%	$	%	$
Third Year	%	$	%	$	%	$

(d) WILL PROGRAM REQUIRE HIRING OF NEW STATE EMPLOYEES? No ☐ Yes ☐ Number

(e) Will accounting for this grant be administered by the Executive Dept. Accounting Division? Yes ☐ No ☐

PLEASE ATTACH ANY ADDITIONAL NARRATIVE OR REMARKS

This is a Category 3 Project of Non Major environmental impact under Oregon's Action Plan.

m-4031 ( )

OREGON STATE HIGHWAY DIVISION
PROJECT ASSESSMENT

PART 1. GENERAL INFORMATION

A. Project Identification:

Date February 28, 1978

Section Mosier-The Dalles Hwy.-W. 10th St. (Mosier)

Unit (if appl)

County Wasco

City

Highway West Snipes St.

State Hwy. No.

Termini: M.P.(if appl) Mosier-TD Hwy - W. 10th St.

Length

Region

Construction Estimate 268,592
Program Amount

B. Purpose of Project: To bring this section of road up to present Wasco County standards. Increased width will provide area other than the traffic lanes for pull off and parking. It will improve an inadequate drainage system, improve traffic flow and reduce maintenance costs.

C. Origin & History of Project: Wasco County's Advance Road Planning program adopted in 1974 recommended this road for improvement. This Road Planning program takes into consideration: payment width, shoulder to shoulder width, alignment, grade, safe passing sight distance, surface riding quality, structural adequacy, drainage adequacy, school bus routes, mail routes, economy (land use rating), recreation, commercial service, community service and other practical considerations.

D. General Description of Project: Construction of a 44 foot wide street including curbs and storm sewer with additional five foot width provided in fill and cut areas for future sidewalk.

- Alignment: New ______ Existing x Combined ______

Typical Section: Existing: No. Lanes 2 ; Med. ____ ; Shldrs. 3 ; Parking ____

Proposed: No. Lanes 2 ; Med. ____ ; Shldrs. ____ ; Parking 10

Traffic: Existing Facility: Existing ADT 1600 ; Projected ADT 1920 ; Yr. 1980

Existing Level of Service ______

Proposed Facility: Projected ADT 1920 ; Yr. 1980

Projected Level of Service ______

Right of Way: Additional anticipated X ; if yes, give approx. No. Parcels 26
Yes, No

Acres 0.86 ; Type of Relocation Req. ; No. X

Materials Source, Borrow, Waste Disposal Requirements, if any: None anticipated at this time.

Type of Structure(s): None

Brief Description of River or Stream and Type of Involvement, if any:

Local City, County or COG priorities of project: Presently has first priority for FAU funds in this urban area.

FHWA and/or OSHD approvals given, if any: Priority ranking was joint agreement of Wasco County, City of The Dalles, and Oregon State Highway Division District Engineer. Preliminary engineering has been approved.

Location or Design Alternatives (identify and describe):

1. Do not build.
2. Reduced width.
3. No area provided for future sidewalks.

Other Descriptive Information or Comments:

(Attach project sketch map.)

PART II. ENVIRONMENTAL ASSESSMENT

A. Brief Environmental Setting of Project Area:

1. Natural: See exhibit "C"

2. Cultural: Adjacent land uses are a mix of residential and commercial on that section between 6th and 8th. Between 8th and 10th the area is residential. The comprehensive plan indicates the area between 6th & 7th as service residential and between 7th and 10th as residential. The project will not contribute to increased traffic flow in the area, therefore, will not increase the noise level or air degradation with the exception of incidental noise during the construction phase.

There are no known historical or archeological sites or buildings in the area.

The utilities that may be affected are: Electricity - Northern Wasco County Public Utility District, sanitary sewer - The Dalles City, T.V. - Cox Cablevision, Telephone - Pacific Northwest Bell, natural gas - Northwest Natural Gas.

B. Preliminary Assessment of Environmental Impacts:

1. Consequences and Significance of Right-of-Way Acquisition: Acquisition will necessitate taking of, in some cases, land presently utilized as front yards.

2. Estimated Impact on Traffic Patterns: No significant changes anticipated.

Consequences--Air Quality, Noise, Safety, etc.: No discernible impact on noise and air quality. Traffic safety should be improved.

3. Estimated Impact on Land Use: This project will promote residential development within the urban growth boundary.

Consequences: There is a definite need to provide areas for residential development in The Dalles vicinity. This type of project will help alleviate the pressure for growth outside the urban boundary.

4. Expected Impact on Natural Ecological Resources: None. This project involves no wetlands.

Consequences:

5. Expected Impact on Cultural and Scenic Resources: A cultural resource survey may be required.

Consequences:

6. Preliminary Identification of Areas of Critical Concern: None.

7. Potential for Controversial Issues: None other than those involved with individual right of way acquisitions.

8. Potential for Consistency of Proposal With:

a. Clean Air Implementation Plans

None in effect for area.

b. Noise Standards

A study report may be required.

c. Water Quality Standards

None in effect.

d. Area Land Use and Transportation Plans, and Zoning No conflict with existing plans.

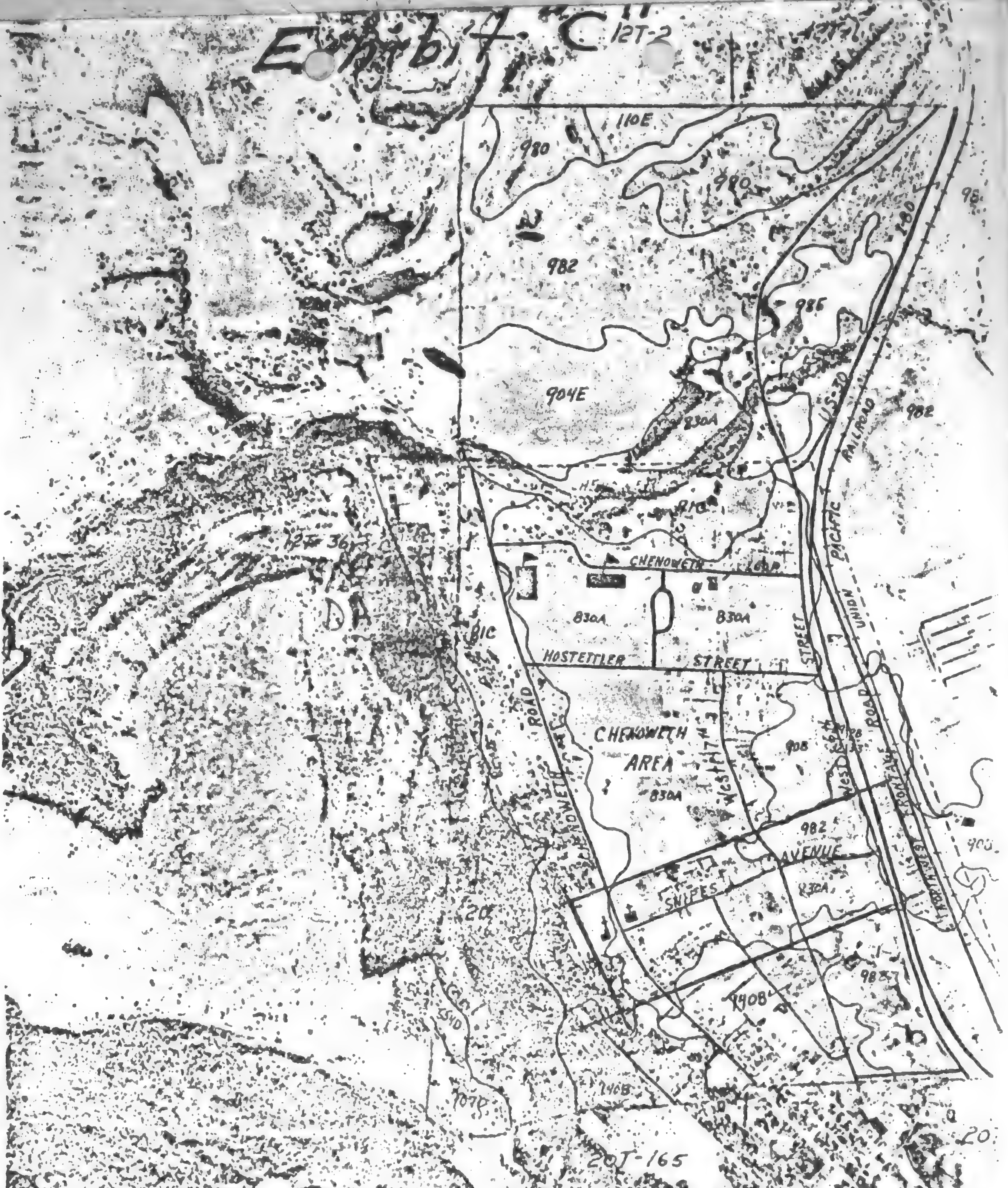
C. Recommended Type of Action and Documentation:

-------------MAJOR ACTION-------------		----NON-MAJOR ACTION-----
SIGNIFICANT:	NON-SIGNIFICANT:	
____ D & FEIS	____ D & F Neg.Dec.	[✓ ASSESSMENT ONLY]
____ Section 4(f)	____ Section 4(f)	____ STATEWIDE ASSESSMENT

Basis for Type of Action and Documentation:

D. Recommended Project Category: ____ 1 ____ 2 [✓ 3] ____ 4

Exhibit C


12T-2
110E
980
980
982
985
904E
830A
982
810
CHENOWETH ROAD
830A
830A
HOSTETTLER STREET
STREET
CHENOWETH AREA
830A
WEST 7TH
908
982
AVENUE
SNIPES
830A
983
908
20T-165
12T-36
CHENOWETH ROAD
ROAD
US 30
UNION PACIFIC RAILROAD
FRONTAGE ROAD
20
1078
946B
20

USDA - SCS ADVANCE COPY - SUBJECT TO

WASCO

CONTINUATION SHEET OR-SOILS-1 12/72 Rock Outcrop - Xeropsamments SERIES

RECREATION

USE	SOIL	RATING	RESTRICTIVE FEATURES	USE	SOIL	RATING	RESTRICTIVE FEATURES
CAMP AREAS	1	Moderate	Too sandy	PLAYGROUNDS	1	Moderate	Too sandy, depth to rock
PICNIC AREAS	1	Moderate	Too sandy	PATHS AND TRAILS	1	Moderate	Too sandy

CAPABILITY AND PREDICTED YIELDS - CROPS AND PASTURE (HIGH LEVEL MANAGEMENT)

SOIL	CAPABILITY														REMARKS
	NIRR	IRR	NIRR	IRR	NIRR	IRR	NIRR	IRR	NIRR	IRR	NIRR	IRR	NIRR	IRR	
1	VIIs	-													

WOODLAND SUITABILITY

SOIL	POTENTIAL PRODUCTIVITY		WOOD SUIT. GROUP	MANAGEMENT PROBLEMS					NATIVE SPECIES
	SPECIES	SITE INDEX		EROSION HAZARD	EQUIPMENT LIMIT.	SEEDLING MORTALITY	WINDTHROW HAZARD	PLANT COMPET.	
1	None								

WINDBREAKS

SOILS	SPECIES	HT. AGE 20	PERFORMANCE	SPECIES	HT. AGE 20	PERFORMANCE	SPECIES	HT. AGE 20	PERFORMANCE
1	None								

WILDLIFE HABITAT SUITABILITY

SOIL	POTENTIAL FOR HABITAT ELEMENTS								POTENTIAL AS HABITAT FOR:			
	GRAIN & SEED	GRASS & LEGUME	WILD HERB.	HARDWD TREES	CONIFER PLANTS	SHRUBS	WETLAND PLANTS	SHALLOW WATER	OPENLAND WILDLIFE	WOODLAND WILDLIFE	WETLAND WILDLIFE	RANGELAND WILDLIFE
1 NIRR	Poor	Poor	Fair	Fair	Poor	Fair	V.poor	V.poor	Poor	Fair	V.poor	Fair

RANGELAND

RANGE SITE NAME	SOIL	KEY SPECIES AND % COVER	POTENTIAL YIELDS		NORMAL SEASON	
			TOTAL lb/Ac	USABLE Ac/AUM	GROWING	GRAZING
	1					

FOOTNOTES

1/ Ratings are for the Xeropsamment portion of land type unless noted.

982

OR-SOILS-1 12/72
FILE CODE SOILS 12

SOIL INTERPRETATIONS FOR OREGON U.S.D.A. SOIL CONSERVATION SERVICE

DATE: 1/7/74 A-D-6 Rock Outcrop - Xeropsamments 1/ SERIES SOILS: 1. *Rock outcrop - Xeropsamments*

Rock outcrop-Xeropsamments consists of about 45 to 60 percent rock outcrop and 30 to 45 percent Xeropsamments. This land type consists of excessively to well drained loamy fine sand, loamy sand, and sand soils formed in wind or water lain materials. These terrace soils have 0 to 5 percent slopes. Elevation, vegetation, precipitation, mean annual air temperature, and average frost-free period are variable.

There is no representative soil profile for this land type. The surface layer and substratum are grayish-brown, light brownish-gray, or pale brown (dry) loamy fine sand, loamy sand, or sand about 30 inches thick. Depth to bedrock is 20 to more than 60 inches.

Permeability is rapid to very rapid. Available water capacity is 1 to 6 inches. Water-supplying capacity is 5 to 10 inches. Effective rooting depth is 40 to 60 inches. Runoff is slow. The water erosion hazard is slight. The wind erosion hazard is severe.

Rock outcrop-Xeropsamments are used for range and wildlife habitat. These soils occur in Oregon (B6, B8, B10).

ESTIMATED SOIL PROPERTIES 1/

DEPTH FROM SURFACE (in.)	CLASSIFICATION			COARSE FRACT. OVER 3 IN.	% OF MATERIAL PASSING SIEVE				LIQUID LIMIT	PLASTICITY INDEX	PERMEABILITY (in/hr)	AVAIL. WATER CAP. (in/in)	SOIL REACTION (pH)	SHRINK SWELL POTENTIAL
	USDA TEXTURE	UNIFIED	AASHO		#4	#10	#40	#200						
0-30	loamy fine sand, loamy sand, sand	SM, SP-SM	A-2	0	90-100	85-100	40-75	5-30	-	NP	6 >20	.05-.10	6.1-7.3	low

DEPTH (in.)	CONDUCTIVITY (mmhos/cm)	CORROSIVITY		EROSION FACTORS		WIND EROD. GROUPS	FLOODING			HIGH WATER TABLE			HYDROLOGIC GROUP
		STEEL	CONCRETE	K	T		FREQUENCY	DURATION	MONTHS	DEPTH (ft.)	KIND	MONTHS	
0-30		low	low	.30	2-3	2	none	-	-	>6	-	-	B/D

CEMENTED PAN		BEDROCK		FROST ACTION	REMARKS
DEPTH (in.)	HARDNESS	DEPTH (in.)	HARDNESS		
-	-	20 >60	hard	-	

SANITARY FACILITIES AND COMMUNITY DEVELOPMENT				SOURCE MATERIAL AND WATER MANAGEMENT			
USE	SOIL	RATING	RESTRICTIVE FEATURES	USE	SOIL	RATING	RESTRICTIVE FEATURES
SEPTIC TANK ABSORPTION FIELDS	1	Slight to severe	Depth to rock	ROADFILL	1	Good to poor	Depth to rock, area reclaim
SEWAGE LAGOONS	1	Severe	Percolates rapidly	SAND	1	Poor to fair	Excessive fines
SANITARY LANDFILL (TRENCH)	1	Severe	Percolates rapidly	GRAVEL	1	Unsuited	Excessive fines
SANITARY LANDFILL (AREA)	1	Severe	Percolates rapidly	TOPSOIL	1	Poor	Too sandy
DAILY COVER FOR LANDFILL	1	Fair to poor	Too sandy	POND RESERVOIR AREA	1	Severe	Percolates rapidly
SHALLOW EXCAVATIONS	1	Severe	Cutbanks cave	EMBANKMENTS DIKES AND LEVEES	1	Severe	Hard to pack, piping
DWELLINGS WITHOUT BASEMENTS	1	Slight to moderate	Depth to rock	DRAINAGE	1	-	Not needed
DWELLINGS WITH BASEMENTS	1	Moderate to severe	Depth to rock	IRRIGATION	1	-	-
SMALL COMMERCIAL BUILDINGS	1	Slight to moderate	Depth to rock	TERRACES AND DIVERSIONS	1	-	Not needed
LOCAL ROADS AND STREETS	1	Severe	Large stones, depth to rock	GRASSED WATERWAYS	1	-	Not needed

830-A

OR-SOILS-1 12/72
FILE CODE SOILS 12

SOIL INTERPRETATIONS FOR OREGON

U.S.D.A. SOIL CONSERVATION SERVICE

DATE: 10/73 A-D-6 Tygh SERIES SOILS: 1. *Tygh fine sandy Loam*

The Tygh series consists of a somewhat poorly drained soil that formed from alluvium of volcanic ash, wind-lain silts and moderately coarse textured old sedimentary material. This bottom land soil has 0 to 3 percent slopes. Elevations are 200 to 1800 feet. Where not cultivated, the vegetation is bluebunch wheatgrass, giant wildrye, Oregon white oak, and ponderosa pine. Average annual precipitation is 14 to 20 inches, average annual air temperature is 48° to 50° F., and the average frost-free period (32° F.) is 130 to 150 days and 28° F. is 150 to 180 days.

Typically, the surface layer is very dark brown (moist) fine sandy loam about 10 inches thick. The subsoil is dark grayish-brown (moist) fine sandy loam about 21 inches thick. The upper substratum is dark gray (moist) sandy loam about 11 inches thick. The lower substratum is dark gray (moist) loamy sand about 5 inches thick. Depth to gravel or very gravelly sand is 40 to 60 inches.

Permeability is moderately rapid. Available water capacity is 4 to 8 inches. Runoff is slow. The water erosion hazard is slight.

This soil is used for hay, pasture, dryfarm small grains, range, and wildlife habitat. This soil occurs in north central Oregon (B8).

Classification: Fluvaquentic Haplaquolls, coarse-loamy, mixed, mesic family.

ESTIMATED SOIL PROPERTIES

DEPTH FROM SURFACE (in.)	CLASSIFICATION			COARSE FRACT. OVER 3 IN.	% OF MATERIAL PASSING SIEVE				LIQUID LIMIT	PLASTICITY INDEX	PERMEABILITY (in/hr)	AVAIL. WATER CAP. (in/in)	SOIL REACTION (pH)	SHRINK SWELL POTENTIAL
	USDA TEXTURE	UNIFIED	AASHO		#4	#10	#40	#200						
0-30	fine sandy loam	SM,ML	A-4	0	95-100	95-100	65-85	40-55	-	NP	2.0-6.0	.13-.15	6.6-7.3	low
30-41	sandy loam	SM	A-2	0	90-100	90-100	55-70	25-40	-	NP	2.0-6.0	.11-.13	6.6-7.3	low
41-46	loamy sand	SM	A-2	0	85-95	80-95	40-70	10-30	-	NP	6.0-20.0	.06-.08	6.6-7.3	low
46-60	very gravelly sand	GW,GP	A-1	0-5	15-30	10-25	5-20	0-5	-	NP	20.0+	.03-.05	6.6-7.3	low

DEPTH (in.)	CONDUCTIVITY (mmhos/cm)	CORROSIVITY		EROSION FACTORS		WIND EROD. GROUPS
		STEEL	CONCRETE	K	T	
0-30		low	low	.20	3	-
30-41		low	low	.20	-	-
41-46		low	low	.10	-	-
46-60		low	low	-	-	-

FLOODING			HIGH WATER TABLE			HYDROLOGIC GROUP
FREQUENCY	DURATION	MONTHS	DEPTH (ft.)	KIND	MONTHS	
common	brief	Dec-Mar	2.0-3.0	perched	Dec-June	B

CEMENTED PAN		BEDROCK		FROST ACTION	REMARKS
DEPTH (in.)	HARDNESS	DEPTH (in.)	HARDNESS		
-	-	>60	-	high	

SANITARY FACILITIES AND COMMUNITY DEVELOPMENT				SOURCE MATERIAL AND WATER MANAGEMENT			
USE	SOIL	RATING	RESTRICTIVE FEATURES	USE	SOIL	RATING	RESTRICTIVE FEATURES
SEPTIC TANK ABSORPTION FIELDS	1	Severe	Wet, floods	ROADFILL	1	Poor	Frost action
SEWAGE LAGOONS	1	Severe	Wet, floods	SAND	1	Poor	Excessive fines
SANITARY LANDFILL (TRENCH)	1	Severe	Wet, floods	GRAVEL	1	Poor	Excessive fines
SANITARY LANDFILL (AREA)	1	Severe	Wet, floods	TOPSOIL	1	Good	-
DAILY COVER FOR LANDFILL	1	Good	-	POND RESERVOIR AREA	1	Moderate	Percolates rapidly
SHALLOW EXCAVATIONS	1	Severe	Wet, floods	EMBANKMENTS DIKES AND LEVEES	1	Moderate	Low strength, piping
DWELLINGS WITHOUT BASEMENTS	1	Severe	Floods	DRAINAGE	1	Severe	Wet
DWELLINGS WITH BASEMENTS	1	Severe	Wet, floods	IRRIGATION	1	Favorable	-
SMALL COMMERCIAL BUILDINGS	1	Severe	Floods	TERRACES AND DIVERSIONS	1	-	Not needed
LOCAL ROADS AND STREETS	1	Severe	Frost action	GRASSED WATERWAYS	1	-	Not needed

CONTINUATION SHEET OR-SOILS-1 12/72 Tygh SERIES

RECREATION

USE	SOIL	RATING	RESTRICTIVE FEATURES	USE	SOIL	RATING	RESTRICTIVE FEATURES
CAMP AREAS	1	Moderate	Wet	PLAYGROUNDS	1	Moderate	Wet
PICNIC AREAS	1	Moderate	Wet	PATHS AND TRAILS	1	Moderate	Wet

CAPABILITY AND PREDICTED YIELDS - CROPS AND PASTURE (HIGH LEVEL MANAGEMENT)

SOIL	CAPABILITY		WinterWheat Bu		Grass-Legume Hay - Tons										REMARKS
	NIRR	IRR	NIRR	IRR	NIRR	IRR	NIRR	IRR	NIRR	IRR	NIRR	IRR	NIRR	IRR	
1	IVs	IIIs	45	-	1	3									

WOODLAND SUITABILITY

SOIL	POTENTIAL PRODUCTIVITY		WOOD SUIT. GROUP	MANAGEMENT PROBLEMS					NATIVE SPECIES
	SPECIES	SITE INDEX		EROSION HAZARD	EQUIPMENT LIMIT.	SEEDLING MORTALITY	WINDTHROW HAZARD	PLANT COMPET.	
1	None								

WINDBREAKS

SOILS	SPECIES	HT. AGE 20	PERFORMANCE	SPECIES	HT. AGE 20	PERFORMANCE	SPECIES	HT. AGE 20	PERFORMANCE
1	None								

WILDLIFE HABITAT SUITABILITY

SOIL	POTENTIAL FOR HABITAT ELEMENTS								POTENTIAL AS HABITAT FOR:			
	GRAIN & SEED	GRASS & LEGUME	WILD HERB.	HARDWD TREES	CONIFER PLANTS	SHRUBS	WETLAND PLANTS	SHALLOW WATER	OPENLAND WILDLIFE	WOODLAND WILDLIFE	WETLAND WILDLIFE	RANGELAND WILDLIFE
1	Fair	Fair	Fair	-	-	Poor	Poor	Poor	Fair	-	V.poor	Poor

RANGELAND

RANGE SITE NAME	SOIL	KEY SPECIES AND % COVER		POTENTIAL YIELDS		NORMAL SEASON	
				TOTAL lb/Ac	USABLE Ac/AUM	GROWING	GRAZING
Semi-Moist Bottomland	1	giant wildrye	40		0.3-0.5	3/15 - 8/1	5/1 - 12/1

FOOTNOTES

9242

Wasco County
5TH & WASHINGTON STREET
THE DALLES, OREGON 97058

January 25, 1978

Mr. Larry R. Asburry
Regional Federal Aid Engineer
Oregon Highway Division
P. O. Box 1249
Bend, Oregon 97701

Re: Snipes Street Improvement Project FAU 4031
The Dalles, Wasco County, Oregon

Dear Mr. Asburry:

Wasco County requests the State of Oregon to immediately proceed with program funding for right of way acquisition and construction of the above referred to project.

Thank you for any consideration you may be able to give us in this matter.

WASCO COUNTY COURT

H. B. ELDER, County Judge

James A Underhill
JAMES A. UNDERHILL, SR., Commissioner

John Conroy
JOHN CONROY, Commissioner

ROE RE RCE FAE
RTE RECEIVED GEO
RUE JAN 30 1978 RDE
RSO REGION 4 RBE
ASSIGNED____________

9242

PROGRAM MANAGEMENT OFFICE MEMO

Date 1-16-78

Subject ASSESSMENT FOR SNIPES FAU THE DALLES File No.

Received ~~(call)~~ (visit) from George Wills

Address

Made (call) ~~(visit)~~ to Larry Asbury Phone

Reason for contact and general discussion: George says Region is anxious for survey authorization but he says no assessment. Larry says Region is working with County in preparing the assessment. He anticipates completion and approval by Kennedy this week and submission to Potter first of next week.

Signature Gary E. Zehren

cc: George Wills

File ( ) ( ) ( ) ( ) ( ) ( ) ( ) ( )
Circulate: PME LGE OPE FAE CCE OM Other

9242

January 11, 1978

Wasco County Court
Courthouse
The Dalles, OR 97058

Attention: Sue A. Proffitt
County Clerk

MISC. CONTRACTS and
AGREEMENTS No. 6398

Gentlemen:

Attached for your records is a fully executed copy of an agreement covering the Mosier-The Dalles Highway-West 10th Street Section of West Snipes Street.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Very truly yours,

C. W. Head
COMMISSION SERVICES

dda

Attachment

bc Don Harwell (Agreement attached)

RQY : MTW 0001

9

Form 81-734-2000

9242

OREGON STATE HIGHWAY DIVISION

AUTHORITY FOR SURVEY

Section Mosier-The Dalles Highway - West 10th. St.

Highway W. Snipes Street, FAU 4031

County Wasco

Date December 5, 1977

Authorization No. 1

Survey Prefix 333-1931 (Assigned by Salem office)

Description of termini, route, length, etc.:

West Snipes Street from the Mosier-The Dalles Highway to West 10th. Street.

Length, 0.47 mile

Purpose of survey:

Prepare plans and contract documents to widen and improve West Snipes Street.

M-4031 (1)
5-3-78

Estimate of cost:	Field	901	20,000
	Design	905	3,000
	R/W	909	1,000
	Soils	910	2,000
	Liaison	913	1,500
	Utility	914	500
	Specifications	921	1,000
	Environmental	923	1,000

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

Total estimated cost of survey	$ 30,000
Previous authorization	
Additional authorization requested	
Additional authorization approved (Salem)	
Total all authorizations approved (Salem)	

Requests made by: Field Engineer

Recommended for Approval: Regional Engineer

Recommended for Approval: Location Engineer

Approved: Tech. Serv. Engr.

SP*19760-734

9242

2

DATE: November 3, 1977

TO: OREGON TRANSPORTATION COMMISSION

FROM: H. S. Coulter
State Highway Engineer

SUBJECT: Federal Aid Urban System Project Requests
and Project Cancellation

On the consent calendar for the November 15 meeting will be a request for approval of two Urban System projects and a project cancellation.

Wasco County is requesting a $32,000 preliminary engineering project to prepare plans and contract documents for a project to widen and improve West Snipes Street.

Washington County is requesting cancellation of a previously approved project to improve a 0.50 mile section of 185th Avenue. The cancellation of this short section is prompted by a necessity to consider the environmental factors on a 6 mile section of 185th Avenue. Washington County is requesting a $233,000 preliminary engineering project to prepare environmental impact statements, identify future construction projects, and hold public hearings on a 6 mile section of 185th Avenue between West Union Road and Farmington Highway.

Federal Urban System funds for these projects are estimated at $227,000 with the State providing approximately $18,550 in match funds and a like amount being contributed by local government.

These projects have been investigated and are eligible for funding under the Federal Aid Urban System Program. I recommend your approval of these projects and request authorization to sign the project agreements for and on your behalf.

Attachments

GEZ:lml

bc: R. A. Burco
F. B. Klaboe
C. W. Head
E. S. Hunter
V. E. Skoog
J. H. Versteeg
E. L. Hardt
C. M. Williams
D. H. Moehring
D. N. Harwell
R. N. Bothman
George Bell

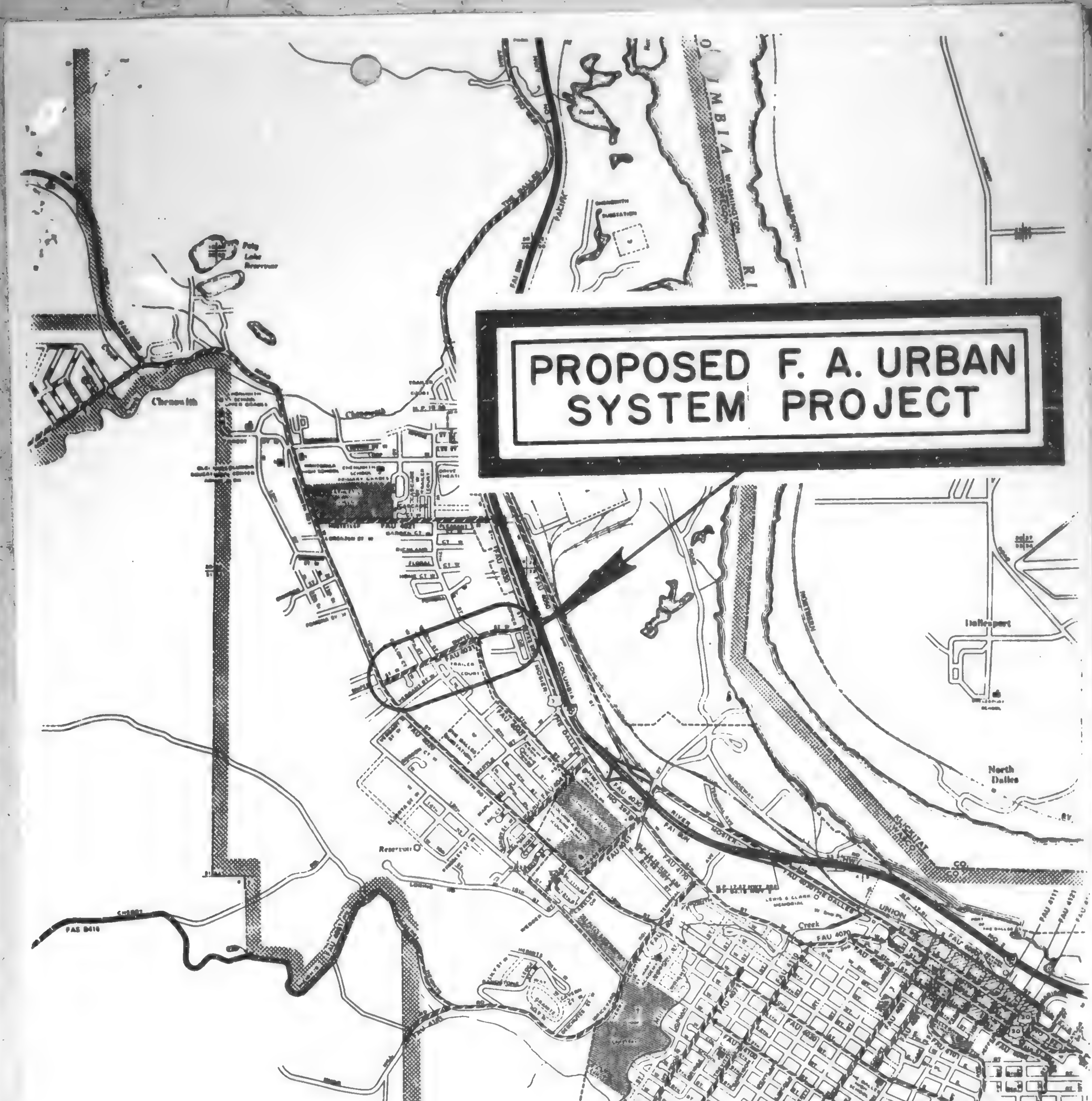
WASCO COUNTY
Proposed Urban System Project

Mosier-The Dalles Highway-W. 10th Street Section
W. Snipes Street, FAU 4031
Preliminary Engineering
$32,000

This project entails all the work and costs to prepare plans and contract documents for a project to widen and improve West Snipes Street.

State will perform the bulk of preliminary engineering.

77-i
11/1/77


PROPOSED F. A. URBAN SYSTEM PROJECT
COLUMBIA RIVER
Chenowith
Reservoir
Creek
FAU 4020
FAS 8410
North Dalles
N
THE DALLES

9242

Rev. 6/5/75

FEDERAL AID URBAN SYSTEM PROJECT REQUEST

NOTE: This form is intended to collect general information for proposed projects so that the State and Federal Highway Administration will have a better understanding of the requested project. Please use the footnote area to answer any ambiguous questions or to explain any unusual conditions.

Date October 12, 1977

Applicant Agency Wasco County, Oregon

Federal Aid System Route No. 4031 **Route Name** Snipes Street

Project Name Snipes Street Improvement Project

Project Length .47 mile **Project Location (Attach sketch map)**

Project Description Construction of a 44 foot wide street, including curbs and storm sewer with additional five feet provided in fill and cut areas for future sidewalk

NOTE: This application is for preliminary engineering

Average Daily Traffic 1,600 **Design Speed** 35 mph

Complete Applicable Sections:

I. ROADWAY DATA

1. **Existing Roadway:** (Attach sketch)

Width 26 feet **Travel Lanes** Two **Shoulders** Three

Medians **Parking** None

Sidewalks None

Other

2. **Desired Roadway Cross Section:** (Attach sketch)

Width 44 feet **Travel Lanes** 12 feet **Shoulders** 10 feet

Medians **Parking** Yes

Curbed Yes **Length Curb Radii** 19 feet

Sidewalk/Bikeway 5 foot area provided in cuts and fills for future sidewalk

Other Storm sewer

FOOTNOTES: Design for storm sewer sizing has been completed

Description of Proposed Roadway Work 44 feet curb to curb width, 10 inch base, 2 feet AC

II. RIGHT-OF-WAY DATA

1. **Existing Right-of-Way:**

General Width 40 feet Minimum 40 feet Maximum 60 feet

2. Will Additional Right-of-Way Be Needed? Yes Explain Additional right of way to a minimum of 60 feet will be necessary.

3. Will cost of additional right-of-way be included in project or will applicant acquire without cost to project? Cost will be included in project

4. Will applicant acquire right-of-way and have State review negotiations?
Yes______ No______ To be determined at a later date

5. Should State negotiate and acquire right-of-way in behalf of applicant?
To be determined at a later date

6. Should State prepare options? Yes______ No______

7. Is a public hearing necessary? Yes
(NOTE: If additional right-of-way is needed, or the improvement would have an adverse effect upon abutting real property, or if the layout or function of the facility or connecting streets or roads would be changed, an opportunity for a hearing must be afforded.)

8. Will there be any persons displaced from their homes, farms or business?
No If so, explain______
(NOTE: No property owner shall be required to move from his home, farm, or business without at least 90 days' written notice prior to the intended vacation date.)

9. Will this project affect any park or recreation facility? No
If so, explain______

III. TRAFFIC CONTROL DATA

1. **Existing Signalization:**

None

2. **Proposed Signalization:**

Location None

Type______

Phases
Type of Suspension
Interconnected
Other

FOOTNOTES:

3. **Permanent Signing:**

Include in project or by applicant? By applicant

4. **Permanent Striping:**

Include in project or by applicant? By applicant

IV. ILLUMINATION DATA

1. **Present Illumination and Location:**

None

2. **Proposed Illumination:**

Location None
Type

V. STRUCTURE DATA

1. **Existing Structure:**

Location None
Type

Size
To Remain in Place?

2. **Proposed Structure:**

Location None

Is a particular type of structure and design desired?

Approximate size of proposed structure

Are sidewalk/bikeways desired?

Are any utilities to be attached to structure?

FOOTNOTES:

Are provisions for illumination desired?

Are there any unusual or complicating conditions?

VI. RAILROAD DATA

1. Are there any railroad crossings? None Location

Type of existing crossing
Existing crossing protection

Name of Railroad
Number of Tracks: Mainline Siding Total
Angle of Intersection
Sight Distance: (Direction) Distance
(Direction) Distance
Number of Trains: Passenger Speed
Freight Speed

2. Will existing railroad crossing be altered?

VII. ACTION PLAN REQUIREMENTS

During project development for Category 1, 2, and 3 projects, the city or county shall perform and document responsibilities as found indexed on pages 51 and 52 of the Oregon Action Plan, particularly Citizen Involvement and Participation; Environmental Aspects; and Public Hearing Requirements.

The OSHD Region Engineer will provide assistance, liaison and monitoring for these activities.

Responsible local office and party to be contacted for the following activities:

1. Citizen Involvement — Wasco County Court Office
2. Environmental — " " " Office
3. Public Hearing — " " " Office

REMARKS: ______

VIII. GENERAL INFORMATION

1. Other work or conditions not covered by preceding sections ______

2. Does the applicant desire to perform the project preliminary engineering?
Yes ______ No x

Does the applicant desire to perform the project construction engineering?
Yes ______ No x

(NOTE: Utilization of local forces to perform preliminary and construction engineering requires the prior approval of the State and Federal Highway Administration. In all instances, State will prepare final plans, advertise, and award project contracts.)

3. Applicant's Estimate of Cost for Requested Project:

Roadway Work	$ 104,673.00
Right-of-Way Costs (if participating)	25,000.00
Traffic Control	0.00
Illumination	0.00
Structures	0.00
Railroad	0.00
Other Storm sewer $87,891.00, congingencies $19,256.00	107,147.00
Preliminary Engineering	31,772.00
PROJECT TOTAL	$ 268,592.00

FOOTNOTES: NOTE: This project application for preliminary engineering only.

THIS APPLICATION IS AN OFFICIAL REQUEST FROM:

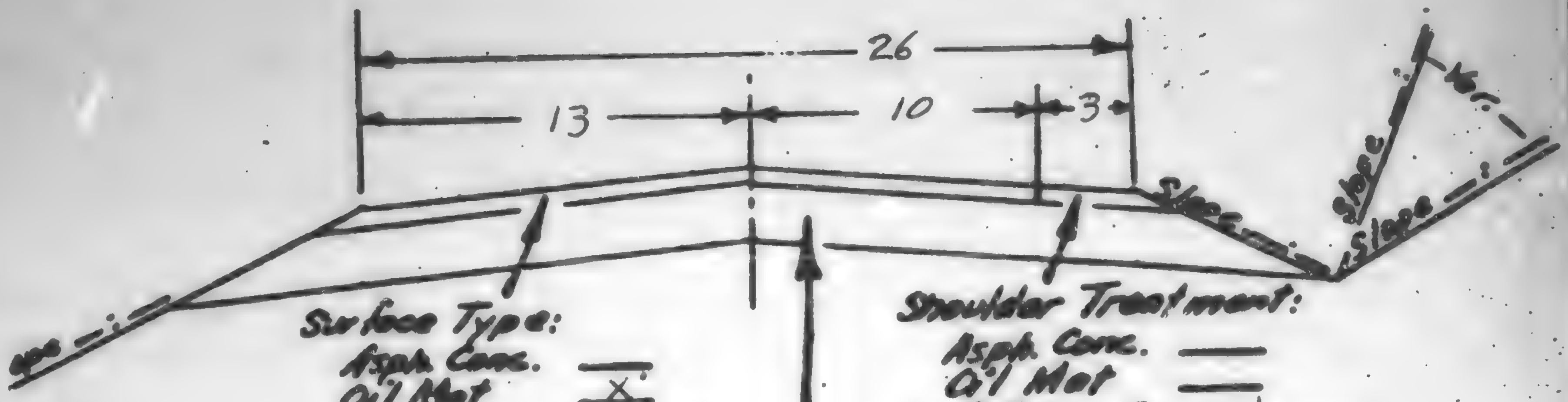
City of ______ and/or Wasco County

By ______ By ______
R. B. Elder, County Judge

By ______ By James A. Underhill
James A. Underhill, Sr., Commissioner

By John Conroy
John Conroy, Commissioner

TYPICAL SECTION
Existing

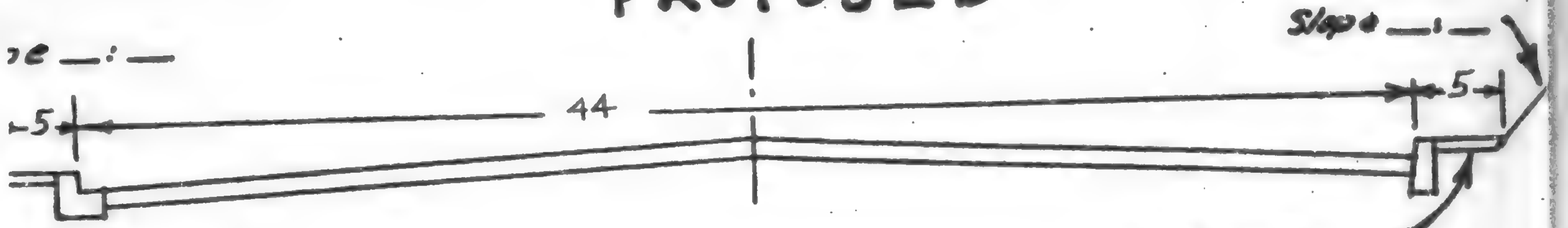


Surface Type:
Asph. Conc. ____
Oil Mat X
Other ____

Shoulder Treatment:
Asph. Conc. ____
Oil Mat ____
Other Gravel

Type of Base:
Pit or Quarry Run X
Crushed Stone ____
Asph. Treated ____
Cement Treated ____

TYPICAL SECTION
PROPOSED

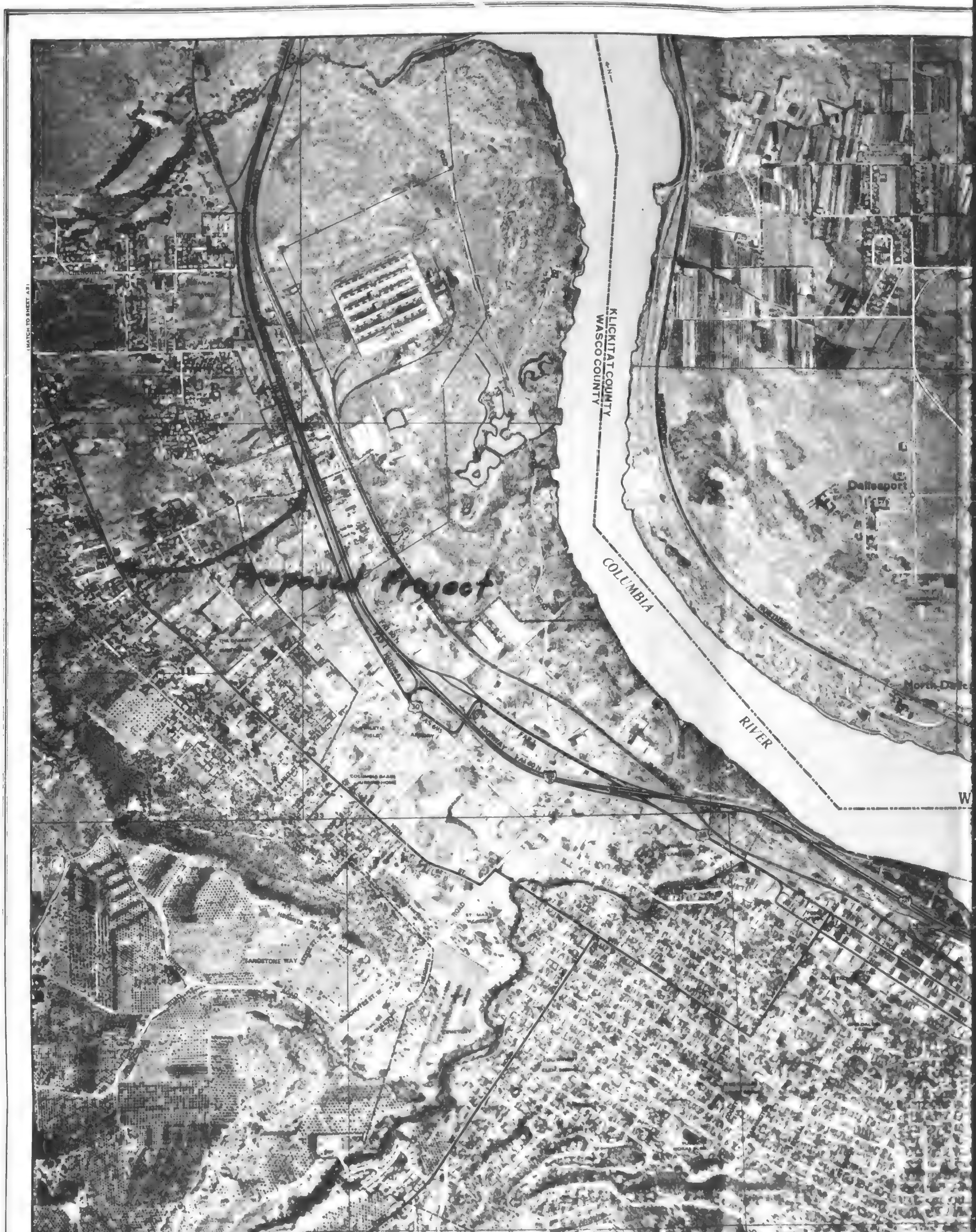


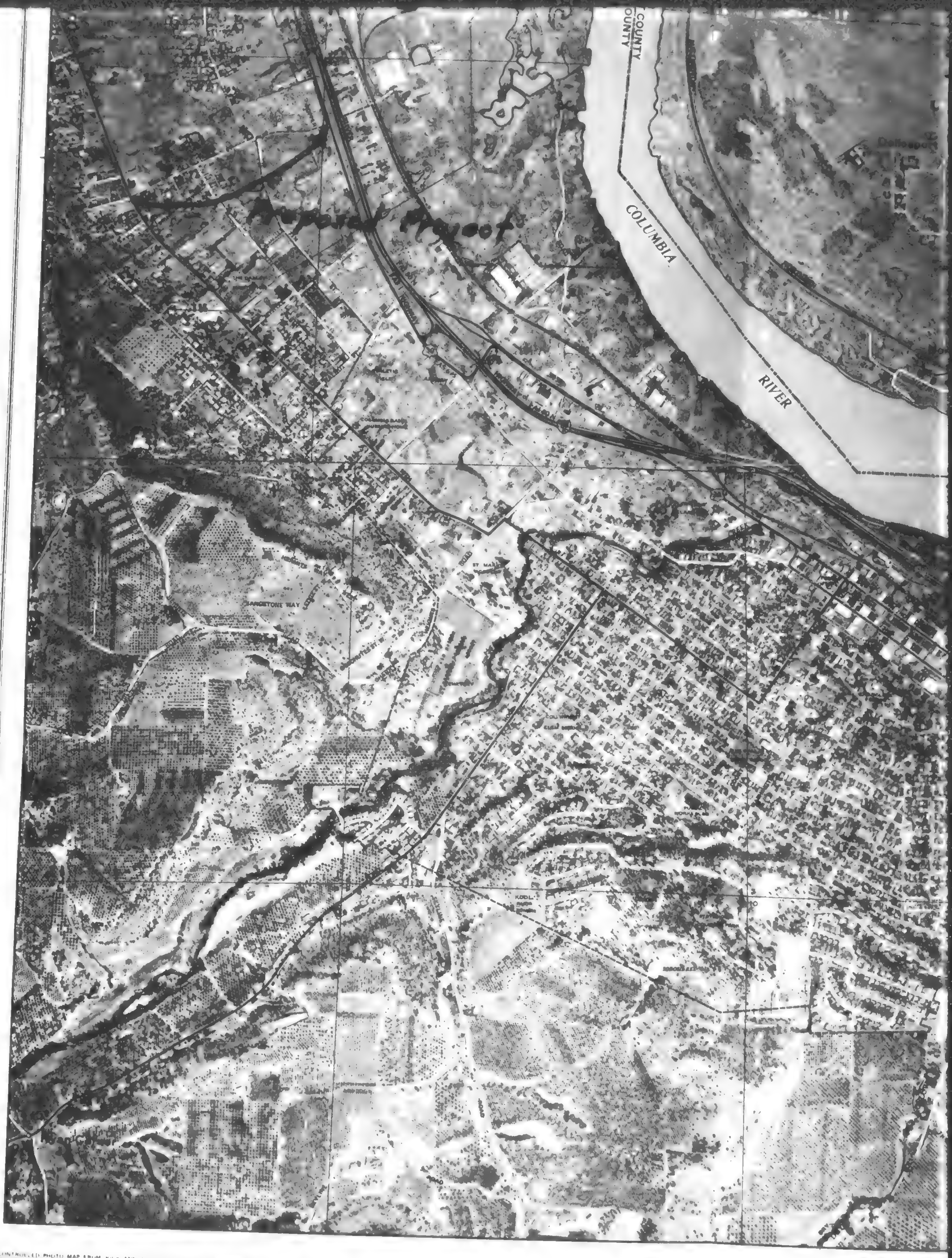
Foot paths:
Asph. Conc ____
Gravel ____

Fills & Cuts to provide 5' width for future sidewalk

No. of Lanes 2
Lane Width 12
Shoulder Width ____ or Shy Dist. from Curb 10
Median Width ____
Total Width between Curbs 44

Curbs:
Type "C" X
Curb & Gutter ____
Other ____


(MATCH TO SHEET A2)
MILL
KLICKITAT COUNTY
WASCO COUNTY
Dallesport
Proposed Project
COLUMBIA
RIVER
North Dalle
W
ATHLETIC FIELD
ARMORY
COLUMBIA BASIN NURSING HOME
SANDSTONE WAY


COUNTY
COUNTY
Dallesport
Proposed Project
COLUMBIA
RIVER
ST MARY
FLAGSTONE WAY
KOOL

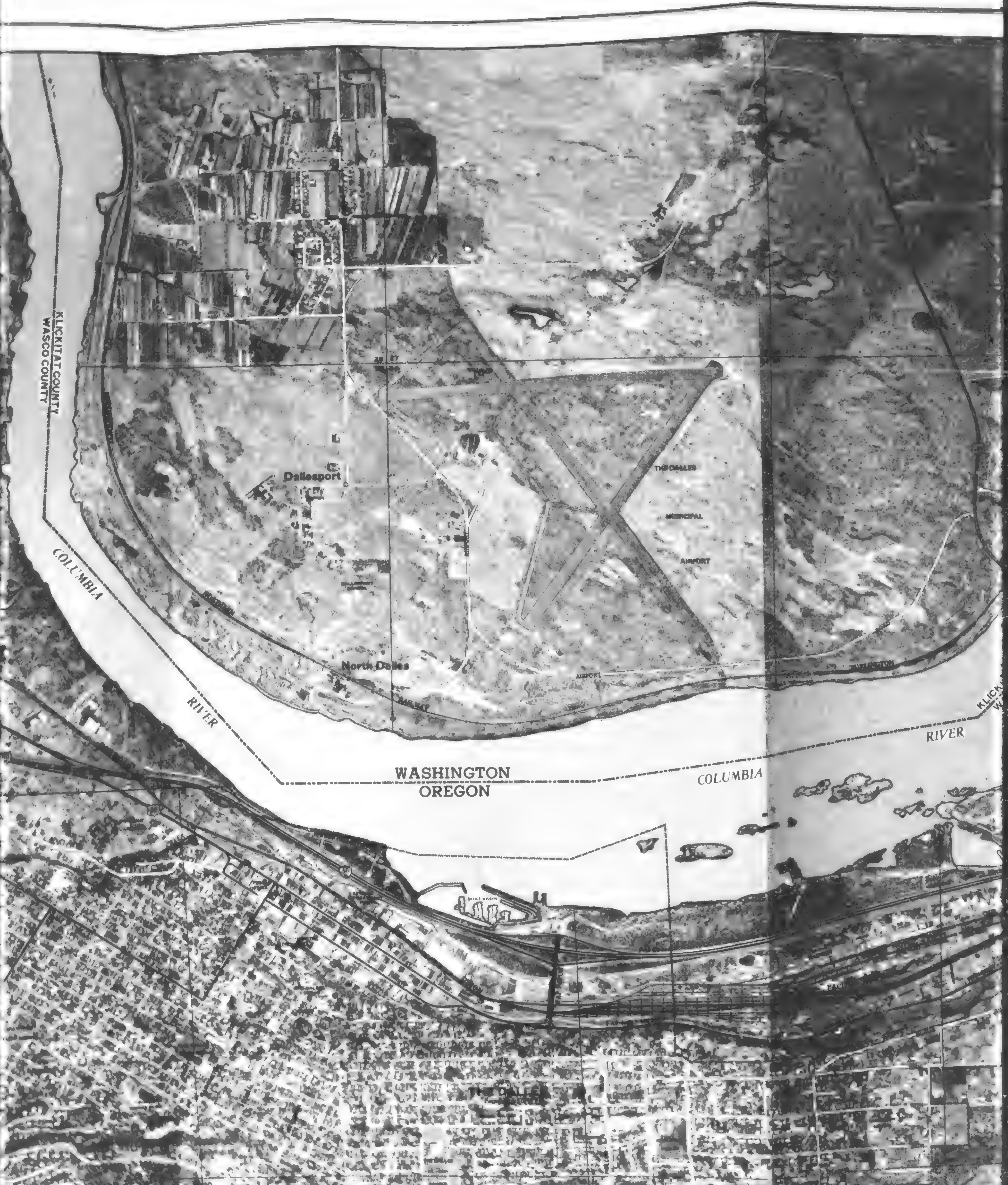
SEMI-CONTROLLED PHOTO MAP FROM JULY AND AUGUST 1971 AERIAL PHOTOGRAPHY

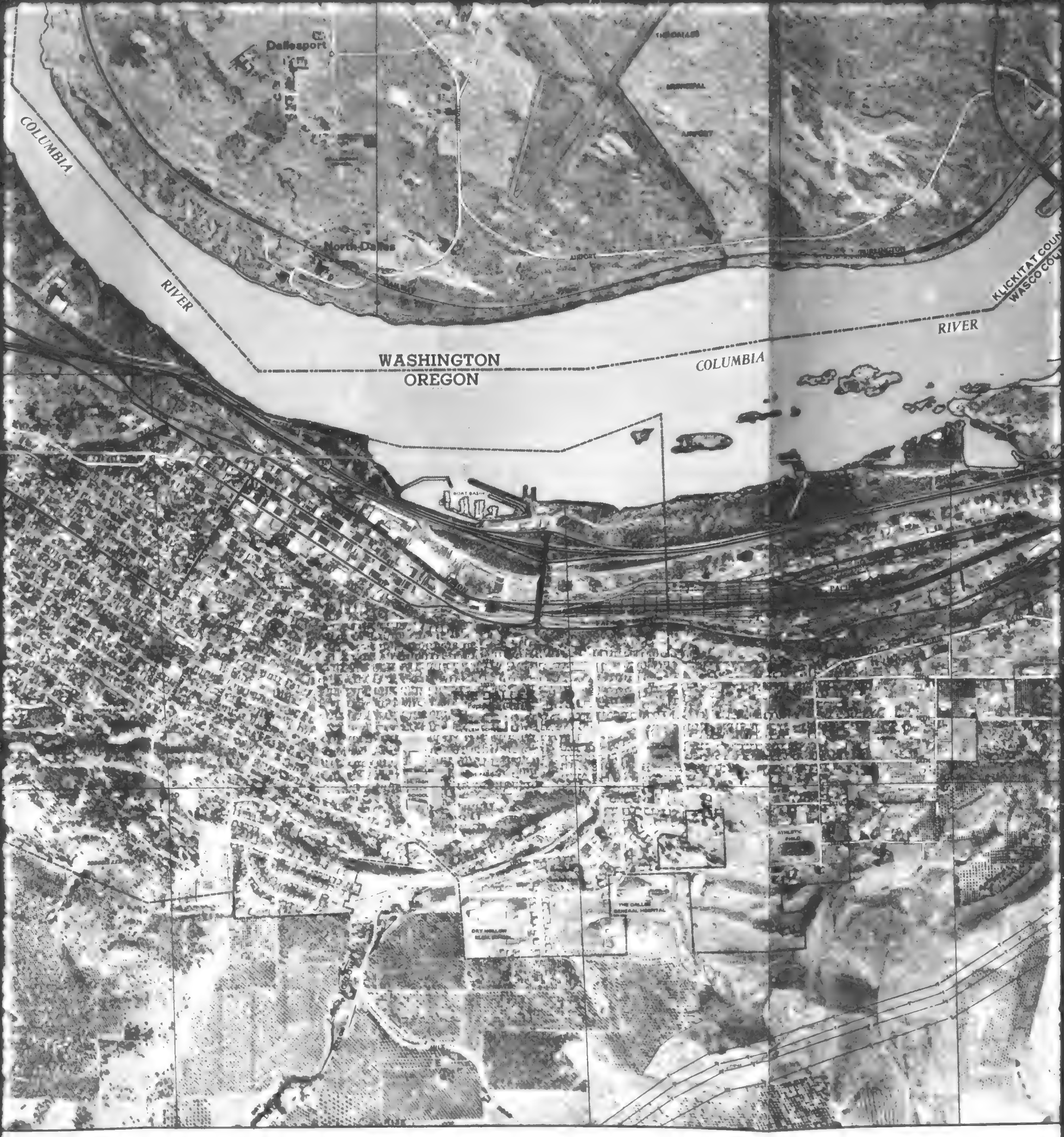
Copies of this map are available at nominal cost from
Oregon State Highway Division, Salem, Oregon 97310

197

SCALE 1"=1

500 0


KLICKITAT COUNTY
WASCO COUNTY
28 27
Dallesport
THE DALLES
MUNICIPAL
AIRPORT
North Dalles
AIRPORT
BURLINGTON
COLUMBIA
RIVER
WASHINGTON
OREGON
COLUMBIA
RIVER
BOAT BASIN
The Dalles


Dallesport
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WASCO COU
AIRPORT
PORT BASIN
THE DALLES
THE DALLES GENERAL HOSPITAL
DRY HOLLOW ELEM. SCHOOL

1972

SCALE 1"=1500 FEET

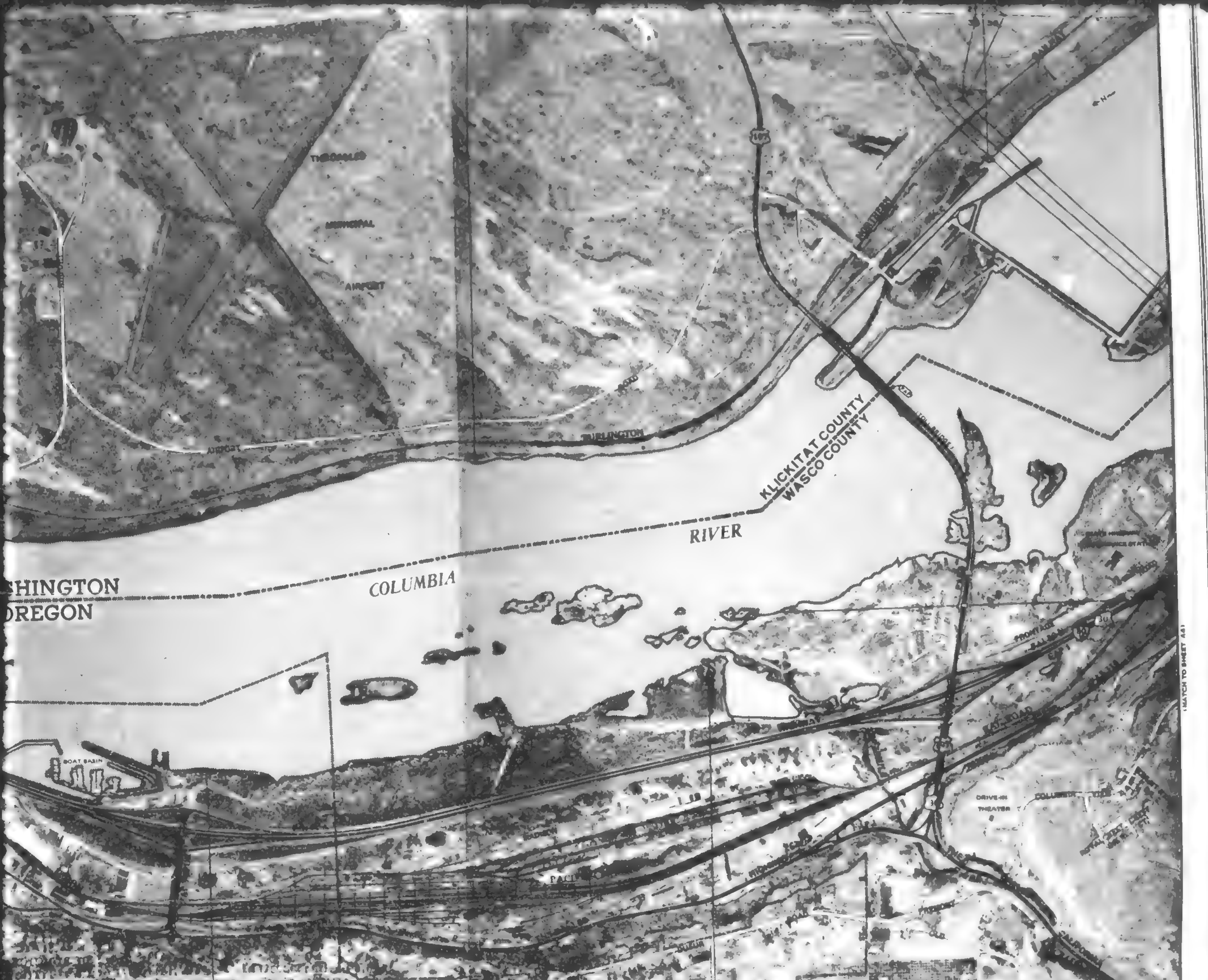
100 1000 Feet

SUPPLEMENTAL SHE

APPROVED MAY 22,1972

GENERAL HIGH

ASHINGTON
OREGON
COLUMBIA
RIVER



WASHINGTON
OREGON
COLUMBIA
RIVER
KLICKITAT COUNTY
WASCO COUNTY
BOAT BASIN
AIRPORT
BURLINGTON
DRIVE-IN THEATER
ATHLETIC FIELD
THE DALLES GENERAL HOSPITAL
DRY HOLLOW
MATCH TO SHEET A
1000 Feet
THE DALLES
SHEET B

SUPPLEMENTAL SHEET B OF 3 MAP SHEETS AND 2 SUPPLEMENTAL SHEETS

GENERAL HIGHWAY MAP **WASCO COUNTY** OREGON

APPROVED MAY 22,1972

- 1981 Clackamas Hwy. @ SE River 9243
- Rd. (Milwaukie) Sec. in Milwau-
- kie. (Traffic sig. install.)

C+A 7306

12/15/80

9243

6

cc: OSHD (Coulter)

STATE COPY

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL ACCEPTANCE REPORT

1-24-83

REGION NO. 10	REPORT NO. 2	COUNTY Clackamas	DIVISION Oregon
DATE OF REPORT 1/24/83	REPORT MADE BY W. M. Herron, Highway Engineer Trainee for T. P. Lowe, Area Engineer		PROJECT NO. HES-9761(2)
COMPLETION DATE 8/31/81	ACCEPTANCE DATE BY CONTRACT AGENCY 12/15/81	TIME ELAPSED 103 %	CONTRACT TIME 190 CD
APPROVED EXTENSIONS 5 CD	LOCATION Clackamand Highway @ SE River Road		

~~*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.~~

*A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

CLACKAMAS HIGHWAY @ SE RIVER ROAD
CLACKAMAS HIGHWAY
Taffic Signal

The project, which provided for a multi-phase traffic signal with additional pedestrian signals for pedestrian crossing, was reviewed in the field.

The contractor was granted a 5-day time extension over the 190-day contract time.

The final estimated cost of $59,300 overran the original authorization of $56,500 by 5 percent. There was $325 in liquidated damages.

There were no significant materials problems.

The contract work was performed in accordance with contract requirements.

NOTED
W. E. SCHWARTZ

RECEIVED
STATE HWY ENGR
FEB 3 '83
REFER TO
FOR
Info
Inves
R/D
D/R
Sign
Act
File

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED	ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION
SIGNATURE Original Signed by T. P. LOWE W. M. Herron	SIGNATURE Original Signed By G. K. HOSSNER Field Operations Engineer G. K. Hossner
TITLE Highway Engineer Trainee DATE 1/2/83	TITLE Field Operations Engineer DATE 2/2/83

FORM FHWA-1446 B (12-73) FORMERLY PR-33E

Previous Editions of PR-33E Will Not Be Used.

9243

File 2.

1-6-82

REPORT OF ACTION UNDER DELEGATED AUTHORITY BY

ASSISTANT STATE HIGHWAY ENGINEER

On behalf of the Commission and under authority delegated to me to accept contracts completed according to specifications, I accepted the following:

Contractor and Contract No.	Section & County	Acceptance Date
Central Oregon Pavers, Inc. No. 9075	Madras Prineville Hwy.-S. McMeen Co. Jefferson County	Dec. 8, 1981
MOCON Corp. No. 9147	S.E. 92nd Ave.-S.E. Lester Ave. Multnomah & Clackamas Counties	Dec. 9, 1981
Kizer Excavating Co. No. 9209	Dundee/Newberg Rd. @ SPRR X'ing Yamhill County	Dec. 10, 1981
Maxwells Electric, Inc. No. 9130	C.B.D. Traffic Signals (Portland) Multnomah County	Dec. 14, 1981
Comco Const., Ore. Ltd. dba Salem Rd. & Driveway Co. No. 9274	McLeod Lane N.E.-Oregon Electric Railroad Marion County	Dec. 16, 1981
Electric Corp. No. 9243	Clackamas Hwy. @ S.E. River Rd. (Milwaukie) Clackamas County	Dec. 15, 1981
W.R. Grasle Co. No. 9166	Walker Rd. @ Cedar Hills Blvd. (Beaverton) Washington County	Dec. 16, 1981
Linnco Electric Co. No. 9230	Santiam Hwy. @ Clay St. (Albany) Linn County	Dec. 15, 1981
Traffic Marking Specialists, Inc. No. 9163	Multn. Co. Pavement Marking Proj. No. 2 Multnomah County	Dec. 11, 1981
F.E. Ward, Inc. No. 9236	Diversion Canal (Joe Wright, Reeder, Spring Lake Rds.) Bridges Klamath County	Dec. 11, 1981
Hamilton Electric, Inc. No. 9202	McKenzie Hwy. @ 42nd. St. (Springfield) Lane County	Dec. 18, 1981
Babler Bros., Inc. No. 9310	Madras - Bear Drive Jefferson County	Dec. 24, 1981

Contractor and Contract No.	Section & County	Acceptance Date
A.K. Lundmark & Son, Inc. No. 9286	Deschutes River (Twin Bridges Rd.) Bridge Deschutes County	Dec. 29, 1981
Hamilton Electric, Inc. No. 8918	S.E. Monterey Ave.-S.E. Harmony Rd. Clackamas County	Dec. 29, 1981
Douglas S. Coats, Inc. No. 9266	Hay Canyon Creek Bridge Sherman County	Dec. 29, 1981
A.K. Lundmark & Son, Inc. No. 9287	Little Deschutes River (Masten Rd.) Bridge	Dec. 30, 1981
Kniesteadt & Sons No. 9283	Powder River (Beaver Creek Rd.) Bridge Baker County	Dec. 30, 1981
Hertz Electric, Inc. No. 9181	Cornell Rd. @ Murray Blvd. Washington County	Dec. 30, 1981

January 6, 1982

C. T. Keasey, P.E., P.L.S.
Asst. State Highway Engineer

9243

L.

December 24, 1981

St. Paul Fire & Marine Insurance Co.
500 N.E. Multnomah, Suite 700
Portland, OR 97232

CON 3
#9243

Gentlemen:

On December 16, 1981, we wrote to you concerning release of final payment on Contract No. 9243 awarded to Electric Corp. for traffic signals on the Clackamas Highway at S.E. River Road in Milwaukie, Clackamas County.

Final payment on this contract is $1,325 and the total contract amount is $48,498.50. No work was performed under force account.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

js
cc: Electric Corp.
P. O. Box 12186
Salem, OR 97309

bc: C. T. Keasey
Walt Hart
E. L. Hardt

9243

L.

STATE OF OREGON
1859
VICTOR ATIYEH
GOVERNOR

Department of Transportation
STATE HIGHWAY DIVISION

IN REPLY REFER TO
FILE NO.:

November 12, 1981

NOTED
H.S.COULTER

CON 5 #9243

Electric Corp.
P.O. Box 12186
Salem, OR 97309

Re: Contract Time Extension Request
Clackamas Hwy. @ S.E. River Rd.
FAP No. HES-9761(2)
Contract No. 9243

Gentlemen:

Your request for additional contract time in which to complete the above project has been carefully reviewed. A contract time extension of five calendar days is granted for the work performed under Price Agreement No. 1. Any delay relative to mast arm orientation would be contractor responsibility and no time was charged during accident corrective work.

This will eliminate liquidated damages under this contract.

Sincerely,

C. T. Kaasey

C. T. Kaasey, P.E., P.L.S.
Assistant State Highway Engineer

OBJ:fr

cc: H. S. Coulter (w/att.)
Ed Hardt "
Willard Hoffman "
Bob Church
FHWA "

RECEIVED
STATE HWY ENGR
NOV 13 '81
REFER TO
FOR

734-3123

STATE OF OREGON

INTEROFFICE MEMO

TO: BRYANT JACKMOND
Contract Administration Engineer

DATE: November 9, 1981

FROM: MARION CRAFT Marion Craft
Region Construction Engineer

SUBJECT: CLACKAMAS HWY. @ SE RIVER RD.
CONTRACT NO. 9243

RECEIVED
NOV 10 1981
CONSTRUCTION BRANCH
ASHE
CAE
FOE
GCE
SCS
EEO
OM
CA
LE
TC
FE
CP

Attached is a time extension request for five days from the contractor, and Bill Hoffman's letter of analysis and his recommendation. There were 190 calendar days set up for this job, and he used 195. After the contract was let and before the day count started, we added luminaires to two of the signal poles, which meant a revision in the two poles and the footings. A Price Agreement was written to pay for the additional cost.

Bill Hoffman, Wayne Schulte, and the inspector on the job feel that the added work is responsible for the five days the contract overran.

I recommend we grant the contractor the five days due to the added work.

11-12-81

CTK -

Concur with Region & Resident to grant extension of 5 C.D. due to added illumination work.

Omg

MC/gw
Attachment
cc Bill Hoffman

9243 L.

FORM 734-3001

FIELD ENGINEER'S WEEKLY REPORT

OREGON STATE HIGHWAY DIVISION

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Clackamas Hwy. @ S.E. River Rd.

WEEK ENDING: 9/26/81

SECTION PREFIX: 003-1019

HIGHWAY: Clackamas

COUNTY: Clackamas

NAME OF JOB:

KIND OF WORK: Traffic Signal Installation

CONTRACTOR: Electric Corp.

CONTRACT NUMBER: 9243

FEDERAL AID PROJECT NUMBER: HES-9761(2)

DATE OF CONTRACT: 2/4/81

DATE WORK STARTED: 5/27/81

ESTIMATED COMPLETION DATE: 8/31/81

AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN 0 SUPERVISION: 0

SPECIFIED WORK DAYS:

WORK DAYS USED:

SPECIFIED CALENDAR DAYS: 190

CALENDAR DAYS USED: 195

SPECIFIED COMPLETION DATE:

PERCENT OF TIME ELAPSED: 103

PROJECT AUTHORIZATION: $56,557.28

EXCLUSIVE OF ENGINEERING: $51,617.78

ENGINEERING AUTHORIZATION: $4,939.40

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $49,673.50

ENGINEERING COST TO DATE: $6,100.00

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100

ESTIMATED PERCENT: UNDERRUN 4 %

PERCENT OF AUTHORIZATION: 101 %

DATE PROJECT WAS COMPLETED: 8/31/81

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L PROD		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK.

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Rain	0		
MONDAY	Rain	0		
TUESDAY	Showers	0		
WEDNESDAY	Clear	0		
THURSDAY	Fair	0		
FRIDAY	Showers	0		
SATURDAY		0		

K

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CAE
FOE
QCE
[illegible]
EEO

RECEIVED
SEP 28 1981
CONSTRUCTION
BRANCH

OM
CA
LE
TC
FE
CP

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

9/20 SUNDAY	No activity.
9/21 MONDAY	No activity.
9/22 TUESDAY	No activity.
9/23 WEDNESDAY	No activity.
9/24 THURSDAY	No activity.
9/25 FRIDAY	~~No activity.~~ Semi-final Estimate submitted
9/26 SATURDAY	No activity.

REMARKS

~~Office work on Semi-Final~~

This will be the last Weekly Report on this project

SIGNED W E Hoffman LOCATION Portland

W.E. Hoffman Res. Engr.

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED SUBMIT 3 COPIES

SP-F216

9243

1859
VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

February 10, 1981

IN REPLY REFER TO
FILE NO.:
CON 5
#9243

Electric Corporation
P. O. Box 12186
Salem, OR 97309

Gentlemen:

The Corporation Commissioner's Office has notified us that your firm is delinquent. This is in reference to your Contract No. 9243, Clackamas Highway at S. E. River Road (Milwaukie) Section in Clackamas County, which was awarded to you on February 4, 1980.

We bring this to your attention as under Oregon Law it is necessary that corporations be properly registered before commencing work on a State highway contract.

If you have not already done so, please take the necessary steps to register with the Corporation Commissioner.

Sincerely,

Robert Gormsen

Robert W. Gormsen
COMMISSION SERVICES

cc: Corporation Commissioner
Commerce Building
158 - 12th Street, NE
Salem, OR 97310

9243

171

ENVIRONMENTAL REVIEW CHECKLIST

ALL CLEAR 12/30/80
Donald L Rost

Jan. 29, 1981 Bid Letting ____ All Clear Deadline

SECTION Clackamas Hwy. @ SE River Rd. (Milwaukie)
Highway Clackamas
County Clackamas Region 1
Type of Work Signal 3 Ph Funds HES
State ____ Consultant ____ Plans Avail. ____ Yes ____ No

3 Cat Excl

DOCUMENTS:	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR	
EIS	☒	☐	☐	☐	☐	
Negative Declaration	☒	☐	☐	☐	☐	
Project Assessment	☒	☐	☐	☐	☐	
Write-off Letter	☒	☐	☐	☐	☐	

PERMITS:	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR	
Division of State Lands	☒	☐	☐	☐	☐	
D.O.G.M.I.	☒	☐	☐	☐	☐	
Corps of Engineers	☒	☐	☐	☐	☐	
Coast Guard	☒	☐	☐	☐	☐	
Co. Conditional Use	☒	☐	☐	☐	☐	
NPS Air Pollution	☒	☐	☐	☐	☐	
NPS Water Pollution	☒	☐	☐	☐	☐	
	☐	☐	☐	☐	☐	
	☐	☐	☐	☐	☐	

CULTURAL:	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR	
Cultural Survey	☒	☐	☐	☐	☐	
Cultural Salvage	☒	☐	☐	☐	☐	

NOISE:	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR	
Noise Study	☒	☐	☐	☐	☐	

7243

December 15, 1980

City of Milwaukie
City Hall
Milwaukie, OR 97222

AGR 4

Attention: Dorothy Farrell
City Recorder

MISC. CONTRACTS and
AGREEMENTS No. 7306

Gentlemen:

Attached for your records is a fully executed copy of an agreement for the installation of traffic signals on the Clackamas Highway at River Road.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

fkm

Att.

bc Don Harwell (agree. att.)

TO: Oregon Transportation Commission

SUBJECT: Report of Actions Taken Under Delegated Authority

(1) Options or Other Documents Relating to Property Acquisition (Right of Way)

Number	Name	Consideration
50869	Mowry, Frank W. and Margaret E.	$ 66,500.00
	1 Transaction	$ 66,500.00

(2) Agreement with City of Milwaukie for the installation of traffic signals on the Clackamas Highway at River Road in Clackamas County. The State will design, install and maintain the signals using Title II Hazard Elimination Funds. The City has agreed to pay for electrical energy consumed and to assist in the adjustment of utilities. (Local Government)

By your duly adopted delegation order, you authorized me in my official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority and acting in accordance therewith for the Commission, I approve all actions listed above and report this action for your official records.

Dated this 1 day of December, 1980

Anthony Yturri

Anthony Yturri, Chairman
Oregon Transportation Commission

APPROVED
STATE HIGHWAY ENGINEER
DATE: 11/24/80

9243

2,

STATE OF OREGON
Department of Transportation
Metropolitan Branch

INTEROFFICE MEMO
Telephone: 238-8226
Date: October 21, 1980

File No: 80-1

TO: DON HARWELL
County/City Engineer

FROM: JON ROSE Jon Rose
Federal Aid Specialist

SUBJECT: City Participation
Clackamas Highway at S.E. River Road
City of Milwaukie

In line with the current AOC LOC guidelines, we submitted a standard power consumption agreement to the City of Milwaukie for the proposed signal at the Clackamas Highway and River Road. Because money is scarce, the City declined the agreement, objecting to the City's responsibility for power costs. After some discussion, the City has now decided that the costs are justified by the expected benefit and is willing to execute the agreement. Mainor Holmes is sending new copies of the agreement for presentation to the City since the original copies were voided.

One point which the City made is that the signal could be in conflict with proposed improvement work on McLoughlin Boulevard and if it appears that this will be the case, the two projects should be coordinated. By copy of this letter, the Traffic Section is being advised of the City's concern.

po

cc: Ed Hardt
Bud George

MAINOR

Dm H.

9243

2

CITY OF MILWAUKIE

PUBLIC WORKS DEPARTMENT
in the City Hall · phone 659-5171

August 11, 1980

Oregon Department of Transportation
Metropolitan Branch
5821 N.E. Glisan
Portland, Oregon 97213

S
OE RE RME RCE BE
TE RECEIVED RSM
UE AUG 12 1980 RSC
SO REGION I RBI
TO

ATTN: Mr. Jon Rose
Federal Aid Specialist

RE: Construction--Finance Agreement
Traffic Signal Installation
State Highway 212/S.E. 17th Street

Dear Jon:

Attached are three signed documents for the subject project.

In this ever increasing inflationary spiral and tight budgetary situations that each of us finds ourselves in, the City of Milwaukie has found itself in the position of not even able to provide for minimal maintenance of its City streets. This problem is continuing to compound with the decreasing use of gas and the ensuing decreasing amount of State gas tax apportionment to the City.

what ho!!

With this in mind, the City of Milwaukie has signed the subject agreement but opted to strike the two sections on City obligations in reference to energy consumed for operation of signal and cost of relocation of any utilities within the right-of-way.

However, the City of Milwaukie Public Works maintenance crews will work with the Highway Department on relocation of any City utilities which may potentially interfere with the construction of signals. Please note this while you draw up the plans and specifications for the project. ?

The agreements were approved by formal motion of the City Council at their regular meeting of 4 August 1980 as per past agreements between the Department of Transportation and the City of Milwaukie.

If you do have any questions, please do not hesitate to contact me at this office.

Sincerely yours,

Steven M. Hall, P.E.
Public Works Director

Enclosure: Agreements (3)

cc- Local Govt.

Don H.

9243

2

TRA 16

STATE OF OREGON

Highway - Traffic 378-6537

INTEROFFICE MEMO

TO: D. E. Swan
Operation Programming Engineer

DATE: May 12, 1980

FROM: L. E. George
Traffic Engineer

SUBJECT: Title II Safety Project (HES)
Traffic Signal Agreement Draft
ORE224 at SE River Road
Clackamas Highway No. 171
City of Milwaukie

As requested, we have reviewed the subject Draft and have comments concerning the wording of Item No. 2, "State Obligations" on page 2 as follows:

"2. State shall, upon completion of the project, perform all necessary maintenance for operation of the traffic signal equipment, and shall have complete jurisdiction for the timing established for the operation of the traffic signal."

Please proceed with negotiations.

L E George
L. E. George
Traffic Engineer

DKH:jrb

Attachment

PROJECT MANAGEMENT BRANCH
ASHE ☐ STE ☐
PLE ☐ RE ☐ PRE ☑
MAY 13 1980
REFERRED TO ______________
FOR ______________
FILE: PM FA LG.

Contains Recycled Materials
81-125-1387

SP*75683-125

9243

NOTE: SHADED AREAS
TO BE COMPLETED
IN SALEM OFFICE

LOCATION PROSPECTUS
OREGON DEPARTMENT OF TRANSPORTATION
LOCATION UNIT

3-19-80

DATE 171

PREFIX

1 - IDENTIFICATION

PROJECT NAME: Clackamas Highway @ S. E. River Road

HIGHWAY NAME: Clackamas

HIGHWAY NUMBER: 171

REGION I	ADMINISTRATIVE DISTRICT	COUNTY Clackamas	CITY Milwaukie

LENGTH: 0.1

MILEPOST NUMBER: 0.0 TO 0.1

☐ RURAL ☒ URBAN

LOCAL GOVERNMENT PROJECT? ☐ YES ☒ NO

IF YES, UNIT OF GOVERNMENT

TYPE OF FUNDS: ☐ FAI ☐ FAP ☐ FAS ☐ STATE ☐ FAUS ☒ OTHER H.E.S.

METHOD OF CONSTRUCTION: ☒ CONTRACT ☐ STATE FORCE ☐ OTHER

TYPE OF WORK: ☐ GRADING ☐ PAVING ☐ STRUCTURE ☐ SIGN ☒ SIGNAL ☐ ILLUMINATION ☐ ROADSIDE IMPROVEMENT ☐ OTHER

PROJECT DESCRIPTION

Prepare plans, specifications and estimate for the installation of a 3-phase fully actuated traffic signal.

REFERRED TO
Board
Cole
Erikson
Hager
Stoudenmeyer
Sample
Watson ✓
Lau
Dorn
Return Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

1 Versteeg ✓
Anderson
2 Christensen
3 Olson
Sullivan
Turpin
Trout
4 Wakerlig

RECEIVED
MAR 19 1980
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring Up / /
Action

2 - TRAFFIC DATA

EXISTING AVERAGE DAILY TRAFFIC (YEAR-VOLUME): 1978 - 8,200 (Clackamas Highway)

PROJECTED AVERAGE DAILY TRAFFIC (YEAR-VOLUME)

LEVEL OF SERVICE		A	B	C	D	E	F
	EXISTING	☐	☐	☐	☐	☐	☐
	PROPOSED	☐	☐	☐	☐	☐	☐

DESIGN SPEED (MPH)

DESIGN STANDARDS

TRAFFIC ANALYSIS: ☐ LIGHT ☐ MEDIUM ☐ HEAVY

3 - FEATURES	EXISTIN UMBER AND WIDTH	PR OSED NUMBER AND WIDTH
TRAVEL LANES		
SHOULDERS		
MEDIANS		
PARKING LANES		
SIDEWALKS		
BIKEWAYS		
INTERCHANGES		
OTHER:		

	YES	NO	MAYBE
Channelization	☐	☒	☐
Frontage Roads	☐	☒	☐
Traffic Signals	☒	☐	☐
Signing	☐	☒	☐
Illumination	☐	☒	☐
Structures	☐	☒	☐
Stage Construction	☐	☒	☐
Pedestrian Crossing	☐	☒	☐
Rest Area	☐	☒	☐
Truck Scale Site	☐	☒	☐
Landscaping	☐	☒	☐
Drainage	☐	☒	☐
River ________	☐	☒	☐
Stream ________	☐	☒	☐
Storm Sewer	☐	☒	☐
Sanitary Sewer	☐	☒	☐
Right of Way	☐	☒	☐
Simple Acquisition	☐	☒	☐
Complex Acquisition	☐	☒	☐
Relocations	☐	☒	☐

	YES	NO	MAYBE
Right of Way (cont.) Improvements	☐	☒	☐
Access Control	☐	☒	☐
Railroad Crossing	☐	☒	☐
At Grade	☐	☒	☐
Separated	☐	☒	☐
Railroad Encroachment	☐	☒	☐
Permits	☐	☒	☐
Conditional Use	☐	☒	☐
Flood Plain	☐	☒	☐
Irrigation District	☐	☒	☐
Water District	☐	☒	☐
Drainage District	☐	☒	☐
Div. of State Lands	☐	☒	☐
Dept. of Geology & Min. Ind.	☐	☒	☐
Corps of Engineers	☐	☒	☐
Coast Guard	☐	☒	☐
DEQ NPS Air Pollution	☐	☒	☐
DEQ NPS Water Pollution	☐	☒	☐
Building	☐	☒	☐
Fish & Wildlife Approval	☐	☒	☐

3 - FEATURES (cont.)

	YES	NO	MAYBE
Agreements (City-County Etc.)	☐	☒	☐
Environmental Assessment	☐	☒	☐
Statewide Assessment	☒	☐	☐
Negative Declaration	☐	☒	☐
Environmental Impact Statement	☐	☒	☐
4-F Statement	☐	☒	☐
Citizen Advisory Committee	☐	☒	☐
Public Hearing ____________	☐	☒	☐
Borrow Source	☐	☒	☐
Material Source	☐	☒	☐
Utilities	☒	☐	☐

Type Electrical

	YES	NO	MAYBE
Hydraulics Study	☐	☒	☐
Soils Investigation	☐	☒	☐
Airport Clearance	☐	■	☐
Economic Analysis	☐	☒	☐
Requires Field Survey	☒	☐	☐
Old Survey Available	☒	☐	☐
Requires Vicinity Map	☐	☒	☐
Requires Photogrammetry	☐	☒	☐
Requires Reconnaissance Survey	☐	☒	☐
Reconnaissance Available	☐	☒	☐
Design Review	☐	☒	☐

4 - WORK ITEMS

	TO BE PERFORMED BY		
	APPLICANT	STATE	CONSULTANT
PRELIMINARY ENGINEERING	☐	☒	☐
RIGHT—OF—WAY	☐	--☐--	☐
CONSTRUCTION ENGINEERING	☐	☒	☐

5 - DURATION TIMES (MONTHS)

	FLOAT	ACTIVE
RECONNAISSANCE SURVEY	( )	n/a
DRAFT ENVIRONMENTAL IMPACT STATEMENT	( )	n/a
CORRIDOR APPROVAL	( )	n/a
FIELD SURVEY	( )	0.5
PRELIMINARY DESIGN	( )	n/a
DESIGN APPROVAL/FINAL EIS	( )	n/a
RIGHT-OF-WAY DESCRIPTIONS	( )	n/a
RIGHT-OF-WAY ACQUISITION	( )	n/a
P.S. & E. DOCUMENTS	( )	3

RECOMMENDED CONSTRUCTION DATE	____________ (Region)	Sept. 25, 80 (Salem)

6 - SUGGESTED BASE DESIGN

ITEM	NEW WORK	OVER EXISTING

7 - TYPICAL SECTION AND LOCATION

Attach 8½ x 11 inch sheets for general location map and typical section (roadway & structure).

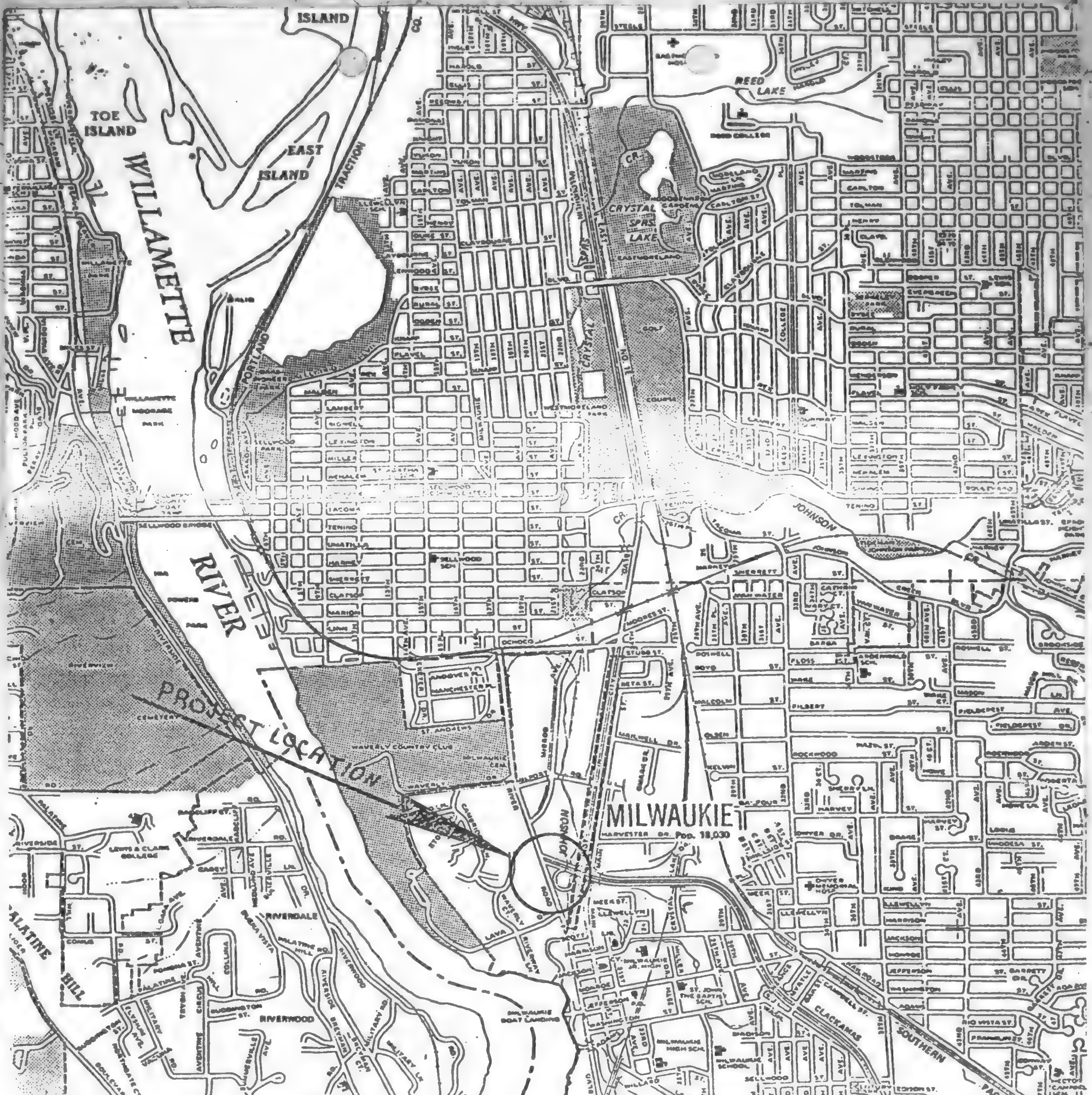
8 - PROJECT COST ESTIMATES

	REGION	SALEM
PRELIMINARY ENGINEERING		5,200
RIGHT OF WAY		
TRAFFIC CONTROL		
ILLUMINATION		
STRUCTURES		
RAILROAD		
ROADWAY		
OTHER Signal		54,800
ENGINEERING & CONTINGENCIES		
PROJECT TOTAL		60,000

NOTED
F. E. TERPIN

3-14-80
Frank E. Terpin

SUBMITTED BY ______________________________


ISLAND
TOE ISLAND
EAST ISLAND
WILLAMETTE
RIVER
PORTLAND TRACTION CO.
REED LAKE
REED COLLEGE
CRYSTAL SPRS. LAKE
CRYSTAL CR.
JOHNSON CR.
SELLWOOD
PROJECT LOCATION
WAVERLY COUNTRY CLUB
MILWAUKIE
Pop. 18,030
JOHNSON
LEWIS & CLARK COLLEGE
RIVERDALE
PALATINE HILL
RIVERWOOD
MILWAUKIE BOAT LANDING
ELK ROCK ISLAND
DUNTHORPE
MILWAUKIE HIGH SCH.
CLACKAMAS
SOUTHERN PACIFIC CO.
KELLOGG LAKE
KELLOGG
224
43
MULT. CO.
CLACK. CO.
BRIARWOOD
LAKE OSWEGO
Pop. 19,400

9243

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

3-11-80

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. HES-9761(2)

STATE PROJECT NO. See below

PROGRAM NO.

COUNTY NAME Clackamas

FROM: G. L. Green, Division Administrator

ITEM NO. 00077

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer
Salem, Oregon

RECEIVED
STATE HWY ENGR
MAR 17 '80
REFER TO [illegible]
FOR

3/18
orig

DATE PS&E APPROVED

DATE AUTHORIZATION EFFECTIVE 3-11-80

FEDERAL ROUTE NUMBER FAU 9761

STATE ROUTE NUMBER City Street

GENERAL LOCATION: Clackamas Highway at SE River Road (Milwaukie) Section

GENERAL DESCRIPTION OF WORK: Preliminary Engineering

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☒ PREPARATION Including utility preparatory work
☐ OTHER *(Specify)*

☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's 2-28-80 letter I concur that the subject project is a nonmajor action as set forth in FHPM 7-7-2 and that time saving procedures are applicable. Also, as requested, you are now authorized to proceed with all phases of preliminary engineering at a TEC of $5,200 with Federal participation limited to $4,680.

DATE 3-11-80

SIGNATURE OF APPROVING OFFICIAL

TITLE for Division Administrator

FORM PR-1240 (REV. 6-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1979-721-915

9243 2 - 6 - 80 C.

REPORT OF ACTION UNDER DELEGATED AUTHORITY

BY STATE HIGHWAY ENGINEER

On behalf of the Commission and under authority delegated to me to approve Title II projects, I approved the following:

Section	Estimated Total Cost	Federal Funds	State Share	Local Govt. Funds	Approval Date
Crater Lake Highway at Avenue "G" (Jackson County)	$65,000	$58,500	$6,500	---	1-15-80
Pacific Highway East at Grimm Road (Marion County)	$100,000	$90,000	---	$10,000	1-15-80
*The Dalles-California Highway at Midland Highway (Klamath County)	$300,000	$270,000	$30,000	---	1-18-80
14 RR Gate Projects	$940,000	$846,C	**$94,000	---	1-23-80
East Main Street-Madison Street Klamath Falls-Lakeview Highway	$35,000	$31,500	$3,500	---	1-29-80
Clackamas Highway at SE River Road (Milwaukie)	$60,000	$54,000	$6,000	---	1-31-80

* NOTE: Project cancellation
** NOTE: State Grade Crossing Protection Fund

February 6, 1980

H. S. Coulter
State Highway Engineer

PRO 6-1-4

STATE OF OREGON

INTEROFFICE MEMO

Highway - Traffic
DEPT.

378-6537
TELEPHONE

TO: H. S. Coulter
State Highway Engineer

DATE: January 29, 1980

FROM: L. E. George
Traffic Engineer

SUBJECT: Proposed Title II, Section 209 Project

NOTED
GLEN L. CLARK

Region 1 has requested a project to install traffic signals at the intersection of the Clackamas Highway and SE River Road in the city of Milwaukie.

Construction will be by contract with the State performing all phases of engineering.

NOTED
L. E. GEORGE

In Summary:

Jurisdiction	Project Name	Total Cost	Federal Funds	State Funds
State	Clackamas Highway at SE River Road (Milwaukie)	$60,000	$54,000	$6,000

The project has been investigated and is eligible for funding under Title II, Section 209 (Hazard Elimination Program). We recommend your approval and request that you authorize this project under delegated authority.

L E George

L. E. George
Traffic Engineer

RHB:jrb
Attachment

2/11 [illegible] to [illegible]
by George

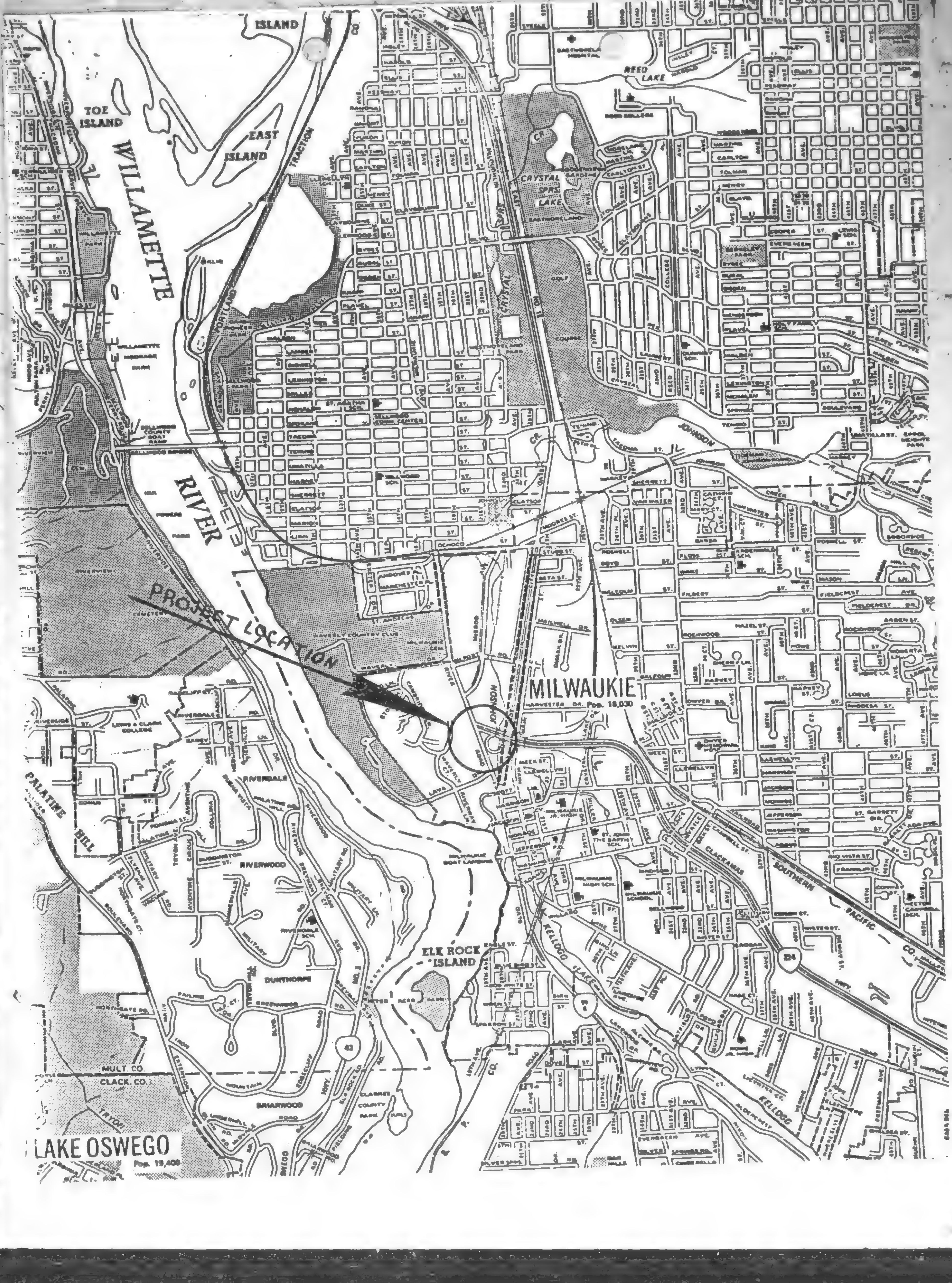
APPROVED BY:

H S Coulter
State Highway Engineer

DATE: 1-31-80

NOTED
DWAYNE HOFSTETTER

RECEIVED
FEB 1 1980
TRAFFIC ENGINEERING


ISLAND
TOE ISLAND
EAST ISLAND
WILLAMETTE
RIVER
TRACTION
PORTLAND
REED LAKE
CRYSTAL SPRS. LAKE
CRYSTAL
JOHNSON
PROJECT LOCATION
MILWAUKIE
Pop. 18,030
RIVERDALE
PALATINE HILL
LEWIS & CLARK COLLEGE
RIVERWOOD
DUNTHORPE
MILWAUKIE BOAT LANDING
ELK ROCK ISLAND
KELLOGG
LAKE
CLACKAMAS
SOUTHERN
PACIFIC
CO.
224
43
MULT. CO.
CLACK. CO.
BRIARWOOD
LAKE OSWEGO
Pop. 19,400

1981 Central Ore. Hwy. @ 9244
Arnold Market Rd. Sec. near
Bend. (Pav. & traffic sig.)

C+A 7305

10/17/80 7-7-80

tc: OSHD (Coulter)
9244

B

STATE COPY

U.S. DEPARTMENT OF TRANSPORTATION
FED .HIGHWAY ADMINISTRATION

FINAL ACCEPTANCE REPORT

1-14-83

REGION NO. 10	REPORT NO. 2	COUNTY Deschutes	DIVISION Oregon
DATE OF REPORT 1/14/83	REPORT MADE BY David B. Carter, Area Engineer		PROJECT NO. HES-21-3(5)
COMPLETION DATE 9/28/81	ACCEPTANCE DATE BY CONTRACT AGENCY 3/18/82	TIME ELAPSED 95.4 %	CONTRACT TIME 220 calendar days
APPROVED EXTENSIONS NONE	LOCATION Oregon signed route US 20 at Arnold Market Road, Deschute County, Oregon		

~~*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.~~

*A copy of the State's materials certificate is attached to the Division office copy of this report.

There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

CENTRAL OREGON HWY AT ARNOLD MARKET RD SECTION
CENTRAL OREGON HIGHWAY
Paving & Traffic Signals

This project provided for the installation of traffic signals and the work necessary to accommodate the signal.

The final cost of the project including engineering and all changes was $104,827.05. The final amount of the original contract bid items was $89,989.48 or a 1.0 percent underrun of the contract bid amount of $90,943.00.

A final inspection of the completed work was made on October 29, 1981.

All participating work has been completed.

RECEIVED
STATE HWY ENGR
JAN 21 '83
REFER TO
Keasey
FOR

Info	Inves	R/D	D/H	Sign	Act	File

cy
1/26

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE David B. Carter Original Signed by D. B. Carter Area Engr.		SIGNATURE Glenn K. Hossner Original Signed By G. K. HOSSNER Field Operations Engineer	
TITLE Area Engineer	DATE 1-18-83	TITLE Field Operations Engineer	DATE 1-/20/83

FORM FHWA-1446 B (12-73) FORMERLY PR-33E

Previous Editions of PR-33E Will Not Be Used.

F

9244

File

REPORT OF ACTION UNDER DELEGATED AUTHORITY BY

CONSTRUCTION ENGINEER

4-1-82

On behalf of the Commission and under authority delegated to me to accept contracts completed according to specifications, I accepted the following:

Contractor and Contract No.	Section & County	Acceptance Date
R. L. Coats No. 9293	Lake-Harney Co. Line Harney County	March 4, 1982
Eugene Sand & Gravel, Inc. No. 9237	Poodle Creek Road Lane County	March 5, 1982
Horton Bros., Inc. No. 9285	S.Bank Chetco River Rd. U'Xing. Curry County	March 9, 1982
Tice Electric Co. No. 9269	Arterial St. Light Conversion Proj. (Portland) Multnomah County	March 16, 1982
Mid-Columbia Paving Co. No. 9316	Sherman Ave.-Eugene St. (Hood River) Hood River County	March 18, 1982
Hertz Electric,Inc. No. 9244	Central Ore. Hwy. & Arnold Mkt. Rd. Deschutes County	March 18, 1982
Baker Redi-Mix, Inc. No. 9323	Auburn Ave.-Broadway St. & Dewey Ave.-Broadway St. Baker County	March 18, 1982
L.W. Hembree Co. No. 9195	Tualatin Valley Hwy. @ SW 247th Ave. (Hillsboro) Washington County	March 19, 1982
R. L. Coats No. 9333	U.S. Hwy. 97 - U.S. Hwy. 26 Jefferson County	March 19, 1982
Slayden & Holm, Inc. No. 9267	Dairy Creek (Susbauer Rd.) Bridge Washington County	March 22, 1982
Babler Bros., Inc. No. 9224	Polallie Cr.-M.P. 84.94 Hood River County	March 30, 1982

Contractor and Contract No.	Section & County	Acceptance Date
Hamilton Electric, Inc. No. 9270	Mt. Hood Hwy. @ Welches Rd. Clackamas County	March 31, 1982
L. W. Hembree Co. No. 9194	Mt. Hood Hwy. @ SE Hogan Rd. & Burnside Rd. (Gresham) Multnomah County	March 31, 1982
Mill Plain Electric No. 9330	Sunnyside Rd. @ SE 97th Ave. & Kaiser Hosp. Access Clackamas County	April 1, 1982
Jim Hall Contracting No. 9313	362nd Dr. @ Skogan Road Clackamas County	April 1, 1982
Coral Construction Co. No. 9334	Lane Co. Pavement Marking Project No. 4 Lane County	April 1, 1982
Columbia Pacific Construction Co. No. 9364	Blind Slough (Barendse Rd.) Bridge Clatsop County	April 6, 1982
C.W. McCallen Const. Co. No. 9085	SW Hall Blvd.-SW Oak St. Washington County	April 7, 1982

April 8, 1982

Keasey

C. T. Keasey, P.E., P.L.S.
Construction Engineer

9244

L.

March 22, 1982

United Pacific Insurance Company
P. O. Box 1788
Eugene, OR 97440

CON 5
#9244

Gentlemen or Ladies:

Contract No. 9244 awarded to Hertz Electric, Inc. for work on the Central Oregon Highway at Arnold Market Road in Bend, Deschutes County, was completed on December 3, 1981, and accepted by the State Highway Division on March 18, 1982.

Final payment in the amount of $1,988.67 will be released to the contractor after March 29, 1982. The total contract amount is $91,083.54 and no work was performed under force account.

No claims for labor or material have been filed with us against the performance bond on this contract.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

js
cc: Hertz Electric, Inc.
P. O. Box 577
Albany, OR 97[illegible]21

United Pacific Insurance Co.
Fidelity & Surety Department
P. O. Box 1216
Tacoma, WA 98401

bc: C. T. Kessey
Walt Hart
V. E. Skoog Attn: Dick Hacek
Dale Allen

#9244 10-26-81

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. HES-21-3(5)
2. STATE PROJECT NO. See below
2A. COUNTY NAME Deschutes

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.
5. ITEM NO. 00097

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 9/14/81
8. FEDERAL ROUTE NUMBER Primary 21
9. STATE ROUTE NUMBER Primary 7

10. GENERAL LOCATION:
Central Oregon Highway at Arnold Market Road

11. GENERAL DESCRIPTION OF WORK
Increase height of controller base 12" above present height

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☒ CONSTRUCTION PROCEED ON ~~AN AGREED PRICE AND/OR~~ FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

I approve the advance authorization date of 9/14/81 as requested in Mr. Keasey's letter of 9/29/81 as being in the public interest for the use of State Forces to proceed with the above work. State Force Order No. 3 is approved for a TEC of $200 Federal Funds $180.

RECEIVED
STATE HWY ENGR
OCT 30 '81
REFER TO [illegible]
Info File

orig to 11/2

14. DATE 10/26/81
15. SIGNATURE OF APPROVING OFFICIAL G. K.
16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

9244 L.

FORM 734-3001

FIELD ENGINEER'S WEEKLY REPORT

OREGON STATE HIGHWAY DIVISION

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Central Oregon Highway @ Arnold Market Road

WEEK ENDING: October 3, 1981

SECTION PREFIX: 009-1021

HIGHWAY: Central Oregon

COUNTY: Deschutes

NAME OF JOB: Central Oregon Highway at Arnold Market Road

KIND OF WORK: Paving and Traffic Signals

CONTRACTOR: Hertz Electric, Inc.

CONTRACT NUMBER: 9244

FEDERAL AID PROJECT NUMBER: HES-21-3(5)

DATE OF CONTRACT: February 19, 1981

DATE WORK STARTED: July 6, 1981

ESTIMATED COMPLETION DATE: October 1981

AVERAGE FORCE ON PROJECT FOR THE WEEK:

SPECIFIED WORK DAYS:

WORK DAYS USED:

MEN: SUPERVISION: 1

SPECIFIED CALENDAR DAYS: 220

CALENDAR DAYS USED: 210

SPECIFIED COMPLETION DATE:

PERCENT OF TIME ELAPSED:

PROJECT AUTHORIZATION: $108,480.74

EXCLUSIVE OF ENGINEERING: $99,006.44

ENGINEERING AUTHORIZATION: $9,474.30

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $~~[illegible]~~ 99,006.44

ENGINEERING COST TO DATE: $3,000.00

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 98

ESTIMATED PERCENT: OVERRUN / UNDERRUN ____%

PERCENT OF AUTHORIZATION: 32 %

DATE PROJECT WAS COMPLETED: 9-28-81

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY	Cool, sunny			
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

ASHE K
CAE
FOE
QCE
SCS
EEO
RECEIVED
OCT 5 1981
CONSTRUCTION BRANCH
OM
CA
TC
CP

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	Signal system completed and turned on on. Project completed.
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Status: Project completed.

Const. (3)
Region (1)
Files (1)

SIGNED N.D. Krehbiel LOCATION Redmond

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP-F216

9244

9-25-81

L.

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. HES-21-3(5)
2. STATE PROJECT NO. See below
2A. COUNTY NAME Deschutes

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.
5. ITEM NO. 00097

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 8/14/81
8. FEDERAL ROUTE NUMBER Primary 21
9. STATE ROUTE NUMBER Primary 7

10. GENERAL LOCATION:
Central Oregon Highway at Arnold Market Road

11. GENERAL DESCRIPTION OF WORK
Remove existing flashing signal

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
☒ CONSTRUCTION PROCEED ON ~~AN AGREED PRICE AND/OR~~ FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

I approve the advance authorization date of 8/14/81 as requested in Mr. Keasey's letter of 9/10/81 as being in the public interest for the use of State Forces to proceed with the above work. State Force Order No. 2 is approved for a TEC of $250 Federal Funds $225.

RECEIVED
STATE HWY ENGR
OCT 6 '81
REFER TO Maintenance
FOR

Info	Inves	R/D	D/R	Sign	Act	File
					✓	

Orig 10-6-81

14. DATE 9/25/81
15. SIGNATURE OF APPROVING OFFICIAL G. K. Hassner
16. TITLE for Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

9244 **STATE COPY** L.

TO BE COMPLETED BY FHWA	DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	te OREGON
MONTHLY TRANSACTION NUMBER 3-39		County DESCHUTES
PROJECT REPORT NUMBER	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	
MODIFICATION NUMBER	3/3/81	Project Number HES-21-3(5)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on October 7, 19 80, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 6,000.00	$ 111,847.00
Federal funds	$ 5,400.00	$ 100,662.00
Other revisions		

This modification is made for the following reasons: adding construction phase.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 3rd day of March, 19 81.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By D H Moehring

Asst. State Hwy. Engr.
(Title)

XBy For: H.S. Coulter

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: E.J. Valach (actg.)

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

file

Oregon State Highway Division
Salem, Oregon February 27, 1981

Federal Aid Project
No. HES-21-3(5)

Central Oregon Hwy. at Arnold Market Rd.
Central Oregon Highway
Deschutes County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code PE
Preliminary Engineering

Preliminary Engineering		All Required	$ 6,000.00

Type Code Y031
Signal (Sta. 7+15 to Sta 13+15)

Mobilization		All Required	$ 6,000.00
Temporary Protection and Direction of Traffic		All Required	2,280.00
Temporary Signs	260 Sq. Ft.	1.50	390.00
Temporary Barricades	4 Each	80.00	320.00
Flagmen	160 Hour	22.00	3,520.00
Earthwork		All Required	1,000.00
Class "B" Asphalt Concrete	850 Ton	33.80	28,730.00
Concrete Curbs	225 Lin. Ft.	14.00	3,150.00
Traffic Signal Installation Complete		All Required	43,253.00
Fire Pre-emption System, Complete		All Required	2,300.00
			$ 90,943.00

Anticipated Items

Permanent Pavement Striping	All Required	$ 1,000.00
State Furnished Software Program	All Required	500.00
		$ 1,500.00

SUBTOTAL	$ 92,443.00
Engineering	11,354.00
Engineering (Signal Controller Testing)	2,050.00
TOTAL	$105,847.00

Length of Project ------------------ 0.00 mi.

Work Retained in Program Status
(not included in amounts below)

Signal Equipment Removal	All Required	$	250.00

SUMMARY OF FUNDS (90%)

Description	Total Cost	Federal Funds	State Funds
Preliminary Engineering	$ 6,000.00	$ 5,400.00	$ 600.00
Signal	105,847.00	95,262.00	10,585.00
TOTAL	$111,847.00	$100,662.00	$11,185.00

Group	1-100%
Contract No.	9244
Prefix	9-1905
Prefix	9-1021

STATE COPY OMB No. 04-R2089 8

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO. 10-27	S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION **FEDERAL-AID PROJECT AGREEMENT** 10-7-80	tate regon County Deschutes Project No. HES-21-3(5)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

US 20 Int. @ Denser Rd./Arnold Mkt. Rd.

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING	5-30-80	0.0
RIGHTS-OF-WAY		
CONSTRUCTION		
OTHER *(Specify)*		

FUNDS PRO RATA 90.0%

ESTIMATED TOTAL COST OF PROJECT $ 6,000.00	FEDERAL FUNDS $ 5,400.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)
By
Asst. State Highway Engineer
(Title)
XX For: H.S. Coulter
State Highway Engineer
(Title)
By
(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
By
(Division Administrator)
For: G.L. Green
Date executed by Division Administrator OCT 7 1980

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Gen. file

Oregon State Highway Division
Salem, Oregon October 2, 1980

Federal Aid Project
No. HES-21-3(5)

Central Oregon Hwy. @ Denser Rd./Arnold Market Rd. Section
US 20 in Deschutes County

PROJECT AGREEMENT ESTIMATE

Type Code PE
Preliminary Engineering

Preliminary Engineering	All Required	$ 6,000.00
	TOTAL	$ 6,000.00

Length of Project ------------ 0.0 miles

SUMMARY OF FUNDS

Description	Total Cost	Fed. Funds	State Funds
Preliminary Engineering	$ 6,000.00	$ 5,400.00	$ 600.00
Retain in Program Status			
RR Signals & Gates	75,000.00	67,500.00	7,500.00
TOTAL	$81,000.00	$72,900.00	$8,100.00

Group 1	100%
Prefix	9-1905

9244

February 5, 1981

ACC

Deschutes Rural Fire Protection
  District No. 2
5 Minnesota Street
Bend, Oregon 97701

Attn: Chief Hansen

Gentlemen:

On February 3, 1981, we advised you of the bid results and the amount of your share of the costs of emergency vehicle preemption devices for the Central Oregon Highway at Arnold Market Road traffic signal project.

The computation for your share of the cost was in error and is recomputed as follows:

Emergency Vehicle Pre-Emption Device	$2,300.00
Testing	875.00
Total Installation Cost	$3,175.00
Less: Federal Funds (90% of $3,175.00)	2,857.50
Required Matching Funds	$ 317.50
Less: State Share (50% of $317.50)	158.75
DISTRICT SHARE	$ 158.75

We will award the contract when we receive your check for the Advance Deposit, which should arrive at Highway Division Accounting, Room 434, Transportation Building, Salem, Oregon 97310, no later than February 20, 1981.

Very truly yours,

D. E. Swan
Operation Programming Engineer

DEZ:pf

bcc w/AD #853 Revised: John Hagedorn, Region 4 Federal Aid Engineer
Vern Skoog - Please return completed AD #863 REV. when advance deposit is received.

9244.

2

February 3, 1981

ACC

Deschutes Rural Fire
  Protection District No. 2
5 Minnesota Street
Bend, Oregon 97701

Attn: Chief Husman

Gentlemen:

On January 29, 1981 the Highway Division received a satisfactory bid from Hertz Electric, P.O. Box 577, Albany, Oregon 97321 for the Central Oregon Highway at Arnold Market Road traffic signal project.

According to Agreement No. 7306, we compute your share of the costs of the emergency vehicle pre-emption devices to be:

Emergency Vehicle Pre-Emption Device	~~$90,943.00~~	$2,300.00
Testing	875.00	
Total Installation Cost $3,175.00	~~$91,818.00~~	3,175.00
Less: Federal Funds (90% of ~~$91,818.00~~)	82,636.20	2,857.50
Required Matching Funds $317.50	$ 9,181.80	317.50
Less: State Share (50% of ~~$9,181.80~~)	~~4,590.90~~	158.75
DISTRICT'S SHARE	$ 4,590.90	$158.75
~~By rounding~~, your Advance Deposit will be	$ ~~4,600.00~~	$160.00

We will award the contract when we receive your check for the Advance Deposit, which should arrive at Highway Division Accounting, Room 434, Transportation Building, Salem, Oregon 97310, no later than February 20, 1981.

Very truly yours,

D. E. Swan
Operation Programming Engineer

KEH:pf

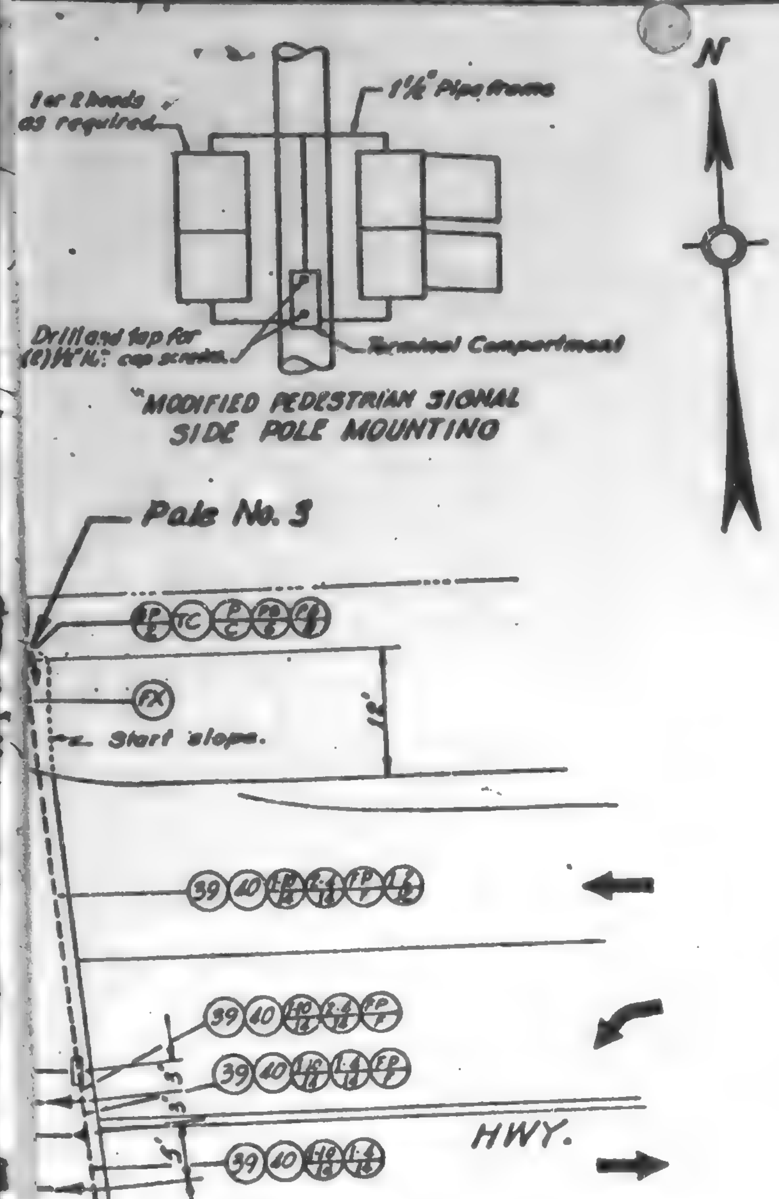
bcc w/AD # 853: John Hagedorn, Region 4 Federal Aid Engineer
Vern Skoog - Please return completed AD # 853 when advance deposit is received.

9244

SIGNAL PLAN
CENTRAL OREGON HWY. AT ARNOLD MARKET RD. & DENSER RD.

SCALE 0 10 20 40 FEET

12-1-80


1 or 2 heads as required
1½" Pipe frame
Drill and tap for (2) ½"-½" cap screws
Terminal Compartment
MODIFIED PEDESTRIAN SIGNAL SIDE POLE MOUNTING
N
Pole No. 3
EP TC P PB PB
FX
Start slope
18'
39 10 EP TC
39 10 4/14 2/14 FP
39 10 4/14 2/14 FP
HWY.
10'
5'
3'
39 10 4/14 2/14
39 10 4/14 2/14
39 10 2/14
25'
62'
Pole No.4
SP TC P PB PB

LEGEND

EX/P	Existing power pole (power source)
EX/MB	Existing meter base (maintain and protect)
S	Install (S) inch electrical conduit
CS	Install two-inch conduit stub (cap both ends)
N	Install (N) No. 14 Type THWN wire
N/G	Install (N) No. (G) Type TW wire
C	Install one No. 8 Type THWN wire (signal system common)
X-N/G	Install (X) - (N) wire No. (G) control cable
39	Install 3/8 inch galvanized steel messenger cable
10	Install 1/4 inch galvanized steel tether wire (See tether wire detail)
54	Install service cabinet with 40 amp SP circuit breaker
C	Install Model 170 controller in Model 332 cabinet
SP/T	Install Type (T) strain pole
V/Ph	Install phase (Ph) vehicle signal
PV/Ph	Install phase (Ph) programmed vehicle signal
P/T	Install Type (T) modified pedestrian signal
PB/PS	Install phase (Ph) pedestrian pushbutton with instruction sign
TC	Install terminal cabinet
OS/2L	Install interior-illuminated "LEFT TURN SIGNAL" sign
FX	Construct foundation extension and fill (See detail)
FP	Install fire pre-emption device in controller cabinet
FP/D	Install fire pre-emption detector unit
FP/F	Install fire pre-emption detector feeder cable

S = Size shown
G = AWG size shown
X = Number shown
T = Type shown

N = Number of conductors shown
Ph = Phase shown
456 = 12" R, 12" Y, 12" G
458 = 12" R, 12" Y, 12" GLTA

PRELIMINARY COPY

SUBJECT TO MUTUAL REVIEW

COUNTY APPROVAL

12/1/80

DATE

APPROVED

11/20/80

TRAFFIC SIGNAL INSTALLATION
CENTRAL OREGON HWY. AT ARNOLD MARKET RD. SEC.
CENTRAL OREGON HIGHWAY
DESCHUTES COUNTY

DESIGNED BY: JB
CHECKED BY: WY

November, 1980
Accompanied by drawing No's:
1470, 1471, 1472, 1473, 1480, 45009, 45010, 4972, & 4973.

DWG NO. 4971.

9244

7

ENVIRONMENTAL REVIEW CHECKLIST

ALL CLEAR 12/30/80
Donald L [illegible]

Jan 29, 1981
~~Dec. 18, 1980~~ Bid Letting ____________ All Clear Deadline

SECTION Central Ore. Hwy. @ Arnold Market
Highway Central Oregon
County Deschutes Region 4
Type of Work Signal (3PH) Funds HES
State___ Consultant ___ Plans Avail.___Yes ___No

	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR	
DOCUMENTS:						Statewide Cat. Excl.
EIS	☒	☐	☐	☐	☐	
Negative Declaration	☒	☐	☐	☐	☐	
Project Assessment	☒	☐	☐	☐	☐	
Write-off Letter	☒	☐	☐	☐	☐	
PERMITS:						
Division of State Lands	☒	☐	☐	☐	☐	
D.O.G.M.I.	☒	☐	☐	☐	☐	
Corps of Engineers	☒	☐	☐	☐	☐	
Coast Guard	☒	☐	☐	☐	☐	
Co. Conditional Use	☒	☐	☐	☐	☐	
NPS Air Pollution	☒	☐	☐	☐	☐	
NPS Water Pollution	☒	☐	☐	☐	☐	
	☐	☐	☐	☐	☐	
	☐	☐	☐	☐	☐	
CULTURAL:						
Cultural Survey	☒	☐	☐	☐	☐	
Cultural Salvage	☒	☐	☐	☐	☐	
NOISE:						
Noise Study	☒	☐	☐	☐	☐	

9244

4

October 17, 1980

Deschutes Rural Fire Protection
  District No. 2
3 Minnesota Street
Bend, OR 97701

AGR

Attention: Al Mahoney
           Chairman

MISC. CONTRACTS and
AGREEMENTS No. 7305

Gentlemen:

Attached for your files is a fully executed copy of an agreement covering the installation of emergency vehicle pre-emption devices on traffic signals on the Central Oregon Highway at Arnold Market Road.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

kkr
Attachment

bc: Don Harwell (agreement attached)

92414

July 7, 1980

Board of County Commissioners
Deschutes County
Courthouse
Bend, OR 97701

AGR 4

Attention: Rosemary Patterson
County Clerk

MISC. CONTRACTS and
AGREEMENTS No. 2305

Gentlemen:

Attached for your records is a fully executed copy of an agreement for the installation of traffic signals on the Central Oregon Highway at Arnold Market Road.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

fkn

Att.

bc Don Harwell (conf. agree. att.)

9244

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

5 - 30 - 80

FEDERAL AID PROJECT NO. S-21-3(5)

STATE PROJECT NO. See below

COUNTY NAME Deschutes

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

PROGRAM NO.

ITEM NO. 00097

FROM:
G. L. Green, Division Administrator
Salem, Oregon

TO:
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

6/4 only

RECEIVED
STATE HWY ENGR
JUN 4 '80
REFER TO
FOR

DATE PS&E APPROVED

DATE AUTHORIZATION EFFECTIVE 5-30-80

FEDERAL ROUTE NUMBER Primary 21

STATE ROUTE NUMBER Primary 7

GENERAL LOCATION:
Central Oregon Highway at Denser Road/Arnold Market Rd. Section

GENERAL DESCRIPTION OF WORK:
Preliminary Engineering

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☒ PREPARATION including utility preparatory work.
☐ OTHER *(Specify)*

☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's 4-28-80 letter I concur that the subject project qualifies for time saving procedures enumerated in FHPM 8-2-3 and that it falls under the Statewide Catagorical Exclusions approved 2-25-80.

You are now authorized to proceed with the work shown above at a TEC of $6,000 - Federal funds $5,400.

DATE 5-30-80

SIGNATURE OF APPROVING OFFICIAL

TITLE for Division Administrator

FORM PR-1240 (REV. 6-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U. S. GOVERNMENT PRINTING OFFICE: 1975-631-885

9244 5-7-80

REPORT OF ACTION UNDER DELEGATED AUTHORITY

BY STATE HIGHWAY ENGINEER

On behalf of the Commission and under authority delegated to me to approve Title II projects, I approved the following:

Section	Estimated Total Cost	Federal Funds	State Share	Local Govt. Funds	Approval Date
Central Oregon Highway at Denser and Arnold Market Roads	$81,000	$72,900	$8,100	0	4-7-80
Scholls Highway at Old Scholls Ferry Road	$210,000	$144,000	$66,000	0	4-30-80

May 7, 1980

H S Coulter
H. S. Coulter
State Highway Engineer

PRO 6-1

STATE OF OREGON

INTEROFFICE MEMO

Highway - Traffic
DEPT.

378-6537
TELEPHONE

TO: H. S. Coulter
State Highway Engineer

DATE: April 1, 1980

FROM: L. E. George
Traffic Engineer

SUBJECT: Proposed Title II, Section 209 Project

Region 4 has requested a project to install a five-phase traffic signal on the Central Oregon Highway at the intersection of Denser Road and Arnold Market Road in Deschutes County.

Construction will be by contract with the State performing all phases of engineering.

In Summary:

Jurisdiction	Project Name	Total Cost	Federal Funds	State Funds
State	Central Oregon Highway at Denser & Arnold Market Roads	$81,000	$72,900	$8,100

The project has been investigated and is eligible for funding under Title II, Section 209 (Hazard Elimination Program). We recommend your approval and request that you authorize this project under delegated authority.

4-7:
orig to Garrison
of traffic
J. C.

L E George
L. E. George
Traffic Engineer

NOTED
L. E. GEORGE

RHB:jrb
Attachment

APPROVED BY:

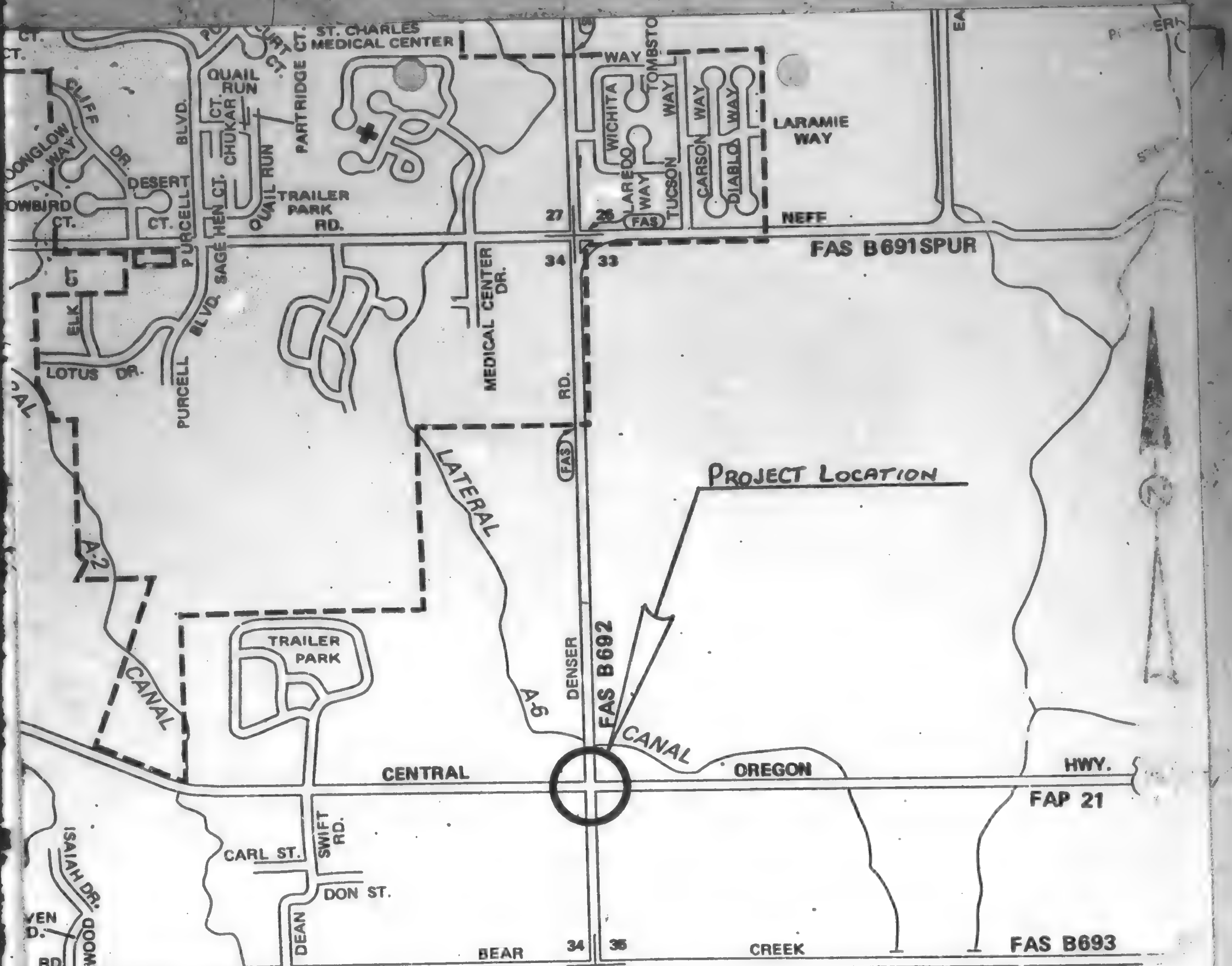
H S Coulter
State Highway Engineer

DATE: 4-7-80

RECEIVED
APR 8 1980
TRAFFIC ENGINEERING

NOTED
DWAYNE HOFSTETTER

RECEIVED
APR 7 1980
TRAFFIC ENGINEERING


ST. CHARLES MEDICAL CENTER
QUAIL RUN
PARTRIDGE CT.
CHUKAR CT.
QUAIL RUN
CLIFF DR.
MOONGLOW WAY
DESERT CT.
SNOWBIRD CT.
PURCELL BLVD.
SAGE HEN CT.
TRAILER PARK RD.
WICHITA WAY
TOMBSTONE WAY
LAREDO WAY
TUCSON WAY
CARSON WAY
DIABLO WAY
LARAMIE WAY
NEFF
27
26
FAS
34
33
FAS B691SPUR
ELK CT
LOTUS DR.
MEDICAL CENTER DR.
RD.
FAS
LATERAL
A-2
CANAL
TRAILER PARK
PROJECT LOCATION
DENSER RD.
FAS B692
A-6
CANAL
CENTRAL
OREGON
HWY.
FAP 21
ISAIAH DR.
CARL ST.
SWIFT RD.
DON ST.
DEAN
LEWOOD
MYRTLE LN.
BEAR
34
35
CREEK
FAS B693
3
2
WACO DR.
FAS
AIRSTRIP RD.
PIPER DR.
RAWHIDE DR.
JANALEE PL.
DR.
VIEW
SKYLINE
CRAVEN
CESSNA DR.
PVT. AIRSTRIP DR.
RD.
COOPER PL.
AIRPARK
THOMAS DR.
DOVE LN.
A-1 CANAL
RD
SAGE LN.
ARNOLD MARKET
LATERAL
AZALEA AVE.
GARDENIA AVE.
CLAIRAWAY AVE.
BAYOU DR.
DENNING DR.
LN.
BEND
DESCHUTES COUNTY, OREG
CANAL

1981 NE Columbia Blvd. Traffic 924
Sigs. @ Portsmouth St., Argyle St.
& I-5 Ramp. (Traffic sig. install)

9245

HIGHWAY DIVISION INVOICE

INVOICE NUMBER
141377

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DIVISION
TRANSPORTATION BUILDING
SALEM, OREGON 97310

DATE	YOUR ORDER NUMBER	BILLING REQ. NUMBER
3/19/85		CA 4054

CODE
PORTHAL

CITY OF PORTLAND
ACCOUNTS PAYABLE
ROOM 203A CITY HALL
1220 SW FIFTH AVENUE
PORTLAND OR 97204

PREFIX	FUNC	SUB FUNC	OBJECT	P/N GROUP	AMOUNT
	324	02			22,762.82
326-1034	296	00	000		22,762.82
326-1034	295	00	000		(22,762.82)

DESCRIPTION	TOTAL PRICE
COLUMBIA BLVD TRAFFIC SIGNALS	
3 LOCATIONS CONT #9245 AGREEMENT #6596 IX-9956(7), M-9956(6)	
TOTAL PROJECT COSTS (SEE ATTACHED ITEMIZED STATEMENT)	280,192.51
LESS: FEDERAL SHARE	(238,305.08)
LESS: STATE SHARE OF PE	(1,377.60)
CITY SHARE OF PROJECT	40,509.83
LESS: CREDIT FOR PE BY CITY	(747.01)
LESS: CITY DEPOSIT 3/2/81	(17,000.00)
	22,762.82

↑ FOLD

THIS PROJECT IS WITH THE BUREAU OF STREET AND STRUCTURAL ENGINEERING.

PROGRAM SECTION
MANAGER ___ RESOURCE UNIT ___
FA UNIT ___ PROGRAM UNIT ___
MAR 20 1985
REFER TO ___
R/D ___ ACT ___ REPLY ___
DISC ___ INFO ___ FILE ___

110.00 ACCT. FINAL

IF YOU HAVE QUESTIONS ON THIS INVOICE, PLEASE CONTACT:

GARY ZEHNER PH: 378-6011 FOR CORRECTNESS OF CHARGES

OR ROSALYN WICKHAM PH: 378-6232 PREPARER OF INVOICE

734-1150 (7-81)

9245

OREGON STATE HIGHWAY DIVISION

ITEMIZED STATEMENT OF FINAL COSTS DATE: DECEMBER 19, 1984

CITY: PORTLAND AGREEMENT NO: 6596 PROJECT NO: M-9956(6) IX-9956(7)

CONTRACT NO: 9245 SECTION: N.E. COLUMBIA BLVD. TRAFFIC TRAFFIC SIGNALS - 3 LOCATIONS

PRELIMINARY ENGINEERING (PREFIX NO. 326-1952):

Project Manager	$ 1,367.82
Work Performed by City	10,410.44
Final Design	82.72
Traffic Section	4,426.88
R/W Liaison	51.33
Region Utility Liaison	33.80
Audit	19.70
Program Section	414.29
Specifications	2,491.69
Administrative Services	37.18
Environmental Section	26.04
TOTAL P.E. COST	$ 19,361.89
Less Federal Funds (FAU)	(16,606.69)
BALANCE	$ 2,755.20
Less State Share: 50% of $2.775.20	(1,377.60)
CITY SHARE OF P.E. COST	$ 1,377.60

CONSTRUCTION (PREFIX NO. 326-1034):

Payment to Contractor	$244,249.90
Interest on Final Payment (Non-Participating)	8.98
SFO #2 Install Overhead Power Supply	318.10
Construction Engineering	4,161.49
Work Performed by City	10,746.27
Audit	287.95
Program Section	86.68
Salem Lab	86.18
Portland Lab	27.55
Technical Services	525.02
Construction Section	256.11
Region Office	6.30
EEO Monitoring	70.09
TOTAL CONST. COST	$260,830.62
Less Federal Funds (FAI-X)	(221,698.39)
CITY SHARE CONST. COST	$ 39,132.23

SUMMARY:

City Share P.E. Cost	$ 1,377.60
City Share Const. Cost	39,132.23
TOTAL CITY SHARE	$ 40,509.83
Less Credit for P.E. By City	(747.01)
Less City Deposit 3-2-81	(17,000.00)
BALANCE DUE FROM CITY	$ 22,762.82

GEZ:bkb

9245 (ORIGINAL) 326-1952

FORM APPROVED BY
COMPTROLLER GENERAL,
U.S. MAY 12, 1966

U.S. DEPARTMENT OF TRANSPORTATIO
FEDERAL HIGHWAY ADMINISTRATION

VOUCHER FOR WORK PERFORMED UNDER PROVISIONS OF THE
FEDERAL AID AND FEDERAL HIGHWAY ACTS, AS AMENDED

9-26-84

STATE VOUCHER NO.

FHWA VOUCHER NO.

FHWA SCHEDULE NO.

APPROPRIATION

THE UNITED STATES, DR., TO *(Insert official or depositary named in project agreement)*
TREASURER OF THE STATE OF OREGON

ADDRESS
CAPITAL BUILDING, SALEM, OR 97310

PAID BY

(For use of Paying Office)

STATE
OREGON

VOUCHER PERIOD
FROM 6-19-78
TO 1-3-83

VOUCHER TYPE *(Check Appropriate Block)*
☐ CURRENT BILLING
☐ OTHER PROGRESS
☒ FINAL VOUCHER (*)

FEDERAL AID PROJECT NO.
M-9956(6)

(*) Use Form FHWA-1447 for Final Voucher for a project constructed under certification acceptance or secondary road procedures (23 U.S.C. 117).

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
$18,614.88	$19,361.89	.8577	$16,606.69	$16,606.69	$0.00

I certify that the costs shown in this voucher have been incurred in accordance with terms of project agreements; applicable State and Federal laws or regulations; and that no claim has previously been submitted for costs claimed.

STATE HIGHWAY AGENCY
OREGON

DATE
9-26-84

SIGNATURE OF AUTHORIZED OFFICIAL
CONTROLLER

I certify that supporting records for costs claimed, and the referenced project (if applicable), have been subjected to required reviews, approvals and inspections by the Federal Highway Administration and that the amount approved is justly due.

AMOUNT SUBMITTED
$0.00

ADJUSTMENTS

AMOUNT APPROVED

SIGNATURE OF FHWA REPRESENTATIVE

(SIGN ORIGINAL ONLY)

DATE APPROVED

FORM PR-20
(REV. 5-78)

PREVIOUS EDITIONS ARE OBSOLETE

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	COLUMBIA BLVD. TRAFFIC SIGNAL CITY STREETS (PORTLAND)					
	PRELIMINARY ENGINEERING TYPE CODE PE					
	WORK BY CITY OF PORTLAND	ALL REQUIRED			$10,410.44	
	STATE	ALL REQUIRED			8,931.75	
	TOTAL PARTICIPATING PRELIMINARY ENGINEERING				$19,342.19	
	MISC. PROJECT COST					
	AUDIT EXPENSE	ALL REQUIRED			$ 19.70	
	TOTAL PARTICIPATING PROJECT COST				$19,361.89	
	NON PARTICIPATING PROJECT COST					
	CITY OF PORTLAND SHARE OF PROJECT COST	ALL REQUIRED			$ (747.01)	
	TOTAL PROJECT COST				$18,614.88	
	PREPARED BASED ON PARTICIPATING COST AS SHOWN ON THE FEDERAL BILLING AS OF 10-4-84.					
	AMOUNT CARRIED FORWARD					

```
                                                                          SEPTEMBER 1984        PAGE  851
ACCOUNT SUMMARY - EXPENDITURES & LEDGERS
                                                                               FISCAL          GRAND TOTAL
                                 PREFIX  FUNCTION SUB F. GR  CURRENT MONTH    YEAR TO DATE      TO DATE
      DESCRIPTION                                                                                 165.66
                              326   1949     920     00 P 1                       63.86       168,948.35
                                             TOT        P1                                      9,130.03CR
                                             TOT        N1                                    159,818.32  **
                                         ** JOB TOTALS **             **           63.86  **

                                                                                                          STATE
UPRR XING @ NE TYNDALE, PTLD  CONT NO        FA PROJ NOS RR000000S006 100                         235.63CR
                              326   1950     295     00 N 9                                        235.63
                              326   1950     298     00 N 9                                         98.20
                              326   1950     905     00 P 1                                          8.64
                              326   1950     906     00 P 1                                        136.19
                              326   1950     909     00 P 1                                         18.78
                              326   1950     920     00 P 1                                        261.81
                                             TOT        P1                                         261.81  **
                                         ** JOB TOTALS **             **                 **

                                                                                                          STATE
COLUMBIA BLVD TRAFFIC SIGNALS CONT NO    X FA PROJ NOS M   9956006 100                            747.01CR
                              326   1952     294     00 N 1  Loc Match                          16,290.00CR
                              326   1952     295     00 N 9  Tr. St.  823.98CR     823.98CR     16,290.00
                              326   1952     298     00 N 9  " Fed.   823.98       823.98        1,367.82
                              326   1952     901     00 P 1  Proj. Mgr.          1,325.71       10,410.44
                              326   1952     903     00 P 1  Work by City                           82.72
                              326   1952     905     00 P 1  Fin. Des.                           4,426.88
                              326   1952     911     00 P 1  Tr. Sec.                               51.33
                              326   1952     913     00 P 1  R/W Liais.                             33.80
                              326   1952     914     00 P 1  Req. Ut. Liais.                        19.70
                              326   1952     915     00 P 1  Audit                                 414.29
                              326   1952     920     00 P 1  Prog. Sec.              4.21        2,491.69
                              326   1952     921     00 P 1  Specs.                                 37.18
                              326   1952     922     00 P 1  Adm. Serv.                             26.04
                              326   1952     923     00 P 1  Env. Sec.           1,329.92       19,361.89
                                             TOT        P1                                         747.01CR
                                             TOT        N1                                      18,614.88  **
                                         ** JOB TOTALS **             **         1,329.92  **

                                                                                                          STATE
TRAF SIGNALS PTLD 21 INT  CONT NO 0000 X FA PROJ NOS M   00GC008 100  669.78       669.78          669.78
                              326   1953     295     00 N 9          669.78CR     669.78CR      2,753.03CR
                              326   1953     296     00 N 9                                      7,083.25
                              326   1953     298     00 N 9                                        127.34
                              326   1953     901     00 P 1                                         13.02
                              326   1953     901     00 N 1                                      2,998.03
                              326   1953     903     00 P 1                                         51.08
                              326   1953     905     00 P 1                                      3,386.84
                              326   1953     911     00 P 1                                         68.44
                              326   1953     913     00 P 1                                        173.72
                              326   1953     915     00 P 1                                        181.46
                              326   1953     920     00 P 1
```

801
BILLING NUMBER 18

OREGON STATE HIGHWAY DIVISION
FHWA BILLING VOUCHER

11/08/84

PREFIX	GRP	FL	FED AID PROJ APPR	AGREEMENT AMOUNT	TOTAL COSTS TO DATE	PARTIC. AMOUNT	% OF PARTIC	FEDERAL SHARE	AMOUNT PREV. CLAIMED	ADJUSTMENT AND CODE	AMOUNT OF THIS VOUCHER
326-1935	1	#	M -9704-002 APPR-W36	66,746.43	74,303.44	77,793.04	85.80	66,746.43	66,746.43		
326-1938	1		SOS -2602-002 APPR-680	3,861.00	8,139.42	8,139.42	85.80	6,983.62	3,861.00	3,122.62 B	
326-1940	1	#	RRO -000S-003 APPR-685	1,368.50	1,520.56	1,520.56	90.00	1,368.50	1,368.50		
326-1944	1	#	SOS -2602-001 APPR-680	4,528.26	5,277.69	5,277.69	85.80	4,528.26	4,528.26		
326-1945	1	#	SOS -2601-004 APPR-680	643.53	750.04	750.04	85.80	643.53	643.53		
326-1948	1	#	SOS -2601-007 APPR-680	4,516.59	4,825.12	5,265.93	85.77	4,516.59	4,516.59		
326-1949	1		M -9822-003 APPR-W36	146,160.00	159,818.32	168,948.35	85.80	144,957.68	144,957.68		
326-1950	1		RROO-000S-006 APPR-686	675.00	261.81	261.81	90.00	235.63	235.63		
326-1952	1	#	M -9956-006 APPR-W36	16,606.69	18,614.88	19,361.89	85.77	16,606.69	16,606.69		
326-1953	1	#	M -000C-008 APPR-W36	7,083.25	8,271.44	8,258.42	85.77	7,083.25	7,083.25		
326-1955	1		RROO-000S-029 APPR-686	900.00	656.22	649.32	90.00	584.39	584.39		
326-1958	1		RRO -000S-048 APPR-685	2,250.00	427.96	427.96	90.00	385.16	385.16		
326-1959	1	#	XI -9891-001 APPR-823	9,350.70	11,044.38	10,902.06	85.77	9,350.70	9,350.70		
326-1960	1	#	XI -0000-008 APPR-823	8,420.09	9,817.06	9,817.06	85.77	8,420.09	8,420.09		
	2	#	X10 -0000-008 APPR-772	2,090.44	2,437.26	2,437.26	85.77	2,090.44	2,090.44		
326-1960	PREFIX TOTALS			10,510.53	12,254.32	12,254.32		10,510.53	10,510.53		
326-1961	1	#	X10 -9877-001 APPR-772	7,360.06	8,591.52	8,581.16	85.77	7,360.06	7,360.06		
326-1965	1	#	M -9956-003 APPR-W36	191,766.07	247,058.37	245,256.51	78.19	191,766.07	191,766.07		
326-1966	1	#	XI -9926-002 APPR-823	259,183.40	281,426.49	304,921.65	85.00	259,183.40	259,183.40		
	2	#	X10 -9926-002 APPR-772	33,585.91	39,512.84	39,512.84	85.00	33,585.91	33,585.91		
326-1966	PREFIX TOTALS			292,769.31	320,939.33	344,434.49		292,769.31	292,769.31		
326-1968	1	#	M -000C-012 APPR-W36	11,314.79	12,546.46	12,835.84	88.15	11,314.79	11,314.79		
326-1970	1	#	M -000C-013 APPR-W36	10,757.48	11,907.52	12,199.46	88.18	10,757.48	10,757.48		
326-1971	1	#	M -000C-011 APPR-W36	4,254.50	4,694.30	4,824.79	88.18	4,254.50	4,254.50		
326-1977	1	#	M -9793-001 APPR-W36	147,732.39	172,429.55	172,182.27	85.80	147,732.39	147,732.39		
326-1978	1	#	M -9926-001 APPR-W36	325,346.66	381,661.90	379,191.91	85.80	325,346.66	325,346.66		

3 26-1034
326-1035

(ORIGINAL)

FORM APPROVED BY
COMPTROLLER GENERAL,
U.S. MAY 1st, 1966

.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

VOUCHER FOR WORK PERFORMED UNDER PROVISIONS OF THE FEDERAL AID AND FEDERAL HIGHWAY ACTS, AS AMENDED

STATE VOUCHER NO.

FHWA VOUCHER NO.

FHWA SCHEDULE NO.

PAID BY

(For use of Paying Office)

APPROPRIATION

THE UNITED STATES, DR., TO (Insert official or depositary named in project agreement)

TREASURER OF THE STATE OF OREGON

ADDRESS

CAPITOL BUILDING
SALEM, OR 97310

STATE

OREGON

VOUCHER TYPE (Check Appropriate Block)

☐ CURRENT BILLING

☐ OTHER PROGRESS

☒ FINAL VOUCHER (*)

FEDERAL AID PROJECT NO.

IX-9956(7)

VOUCHER PERIOD

FROM 1-7-81

TO 12-20-83

(*) Use Form FHWA-1447 for Final Voucher for a project constructed under certification acceptance or secondary road procedures (23 U.S.C. 117).

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
$ 8,684.26	$ 8,684.26	85%	$ 7,381.62	$ 7,381.62	$0.00
252,146.36	252,137.38	85%	214,316,77	214,316.77	0.00
$260,830.62	$260,821.64	85%	$221,698.39	$221,698.39	$0.00

I certify that the costs shown in this voucher have been incurred in accordance with terms of project agreements; applicable State and Federal laws or regulations; and that no claim has previously been submitted for costs claimed.

STATE HIGHWAY AGENCY	DATE	SIGNATURE OF AUTHORIZED OFFICIAL
OREGON	8-24-84	CONTROLLER

I certify that supporting records for costs claimed, and the referenced project (if applicable), have been subjected to required reviews, approvals and inspections by the Federal Highway Administration and that the amount approved is justly due.

AMOUNT SUBMITTED $0.00

ADJUSTMENTS

AMOUNT APPROVED

SIGNATURE OF FHWA REPRESENTATIVE

(SIGN ORIGINAL ONLY)

DATE APPROVED

PREVIOUS EDITIONS ARE OBSOLETE

FORM PR-20
(REV. 8-78)

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	N.E. COLUMBIA BLVD. TRAFFIC SIGNALS AT 3 INTERCHANGES PORTLAND FAU ROUTE MULTNOMAH COUNTY					
	CONSTRUCTION TYPE CODE Y031 SIGNALS AT 3 INTERSECTIONS (N. PORTSMOUTH AVE.) (I-5 RAMP) (INTERSTATE AVE)					
	FINAL CONTRACT PAYMENT SUMMARY	LUMP SUM			$244,249.90	
SFO	#2 INSTALL OVERHEAD POWER SUPPLY (CITY OF PORTLAND)	ALL REQUIRED			318.10	
	TOTAL PARTICIPATING CONSTRUCTION COST				$244,568.00	
	CONSTRUCTION ENGINEERING					
	WORK BY CITY OF PORTLAND	ALL REQUIRED			$ 10,746.27	
	STATE	ALL REQUIRED			5,149.33	
	TOTAL PARTICIPATING CONSTRUCTION ENGINEERING				$ 15,895.60	
	MISC PROJECT COST					
	AUDIT EXPENSE	ALL REQUIRED			$ 287.95	
	EEO MONITORING EXPENSE	ALL REQUIRED			70.09	
	TOTAL PARTICIPATING MISC PROJECT COST				$ 358.04	
	TOTAL PARTICIPATING PROJECT COST				$260,821.64	
	NON PARTICIPATING PROJECT COST					
	INTEREST ON FINAL PAYMENTS	ALL REQUIRED			$ 8.98	
	TOTAL PROJECT COST				$260,830.62	
	PREPARED BASED ON PARTICIPATING COST AS SHOWN ON THE FEDERAL BILLING AS OF 8-23-84					
	AMOUNT CARRIED FORWARD					

```
NE COLUMBIA BLVD @ 3 INT   CONT NO 9245 * FA PROJ NOS XI  9956007 100                                                             STATE
                                326   1034   201    00 P 1 Pay Cont. 12,900.00CR      12,900.00CR      244,249.90     81     84
                                326   1034   203    00 P 1 [illegible] 12,900.00      12,900.00                       82     84

ACCOUNT SUMMARY - EXPENDITURES & LEDGERS                                   AUGUST 1984         PAGE  300

                                                                              FISCAL          GRAND TOTAL     ACTIVE YRS
   DESCRIPTION               PREFIX  FUNCTION SUB F. GR   CURRENT MONTH    YEAR TO DATE      TO DATE        BEG    END
                                326   1034   206    00 N 1 Interest                                       8.98     82     82
                                326   1034   270    02 P 1 SFO#2      318.10         318.10             318.10     84     84
                                326   1034   296    00 N 9 Tr. St.      1.46CR         1.46CR      215,412.12CR    81     84
                                326   1034   298    00 N 9 " Fed        1.46           1.46        215,412.12      81     84
                                326   1034   900    00 P 1 Const. engr. 1,023.26CR   1,023.26CR      3,984.41     80     84
                                326   1034   903    00 P 1 Work by City  318.10CR      318.10CR      2,330.84     82     84
                                326   1034   911    00 P 1              263.48CR       263.48CR                   81     84
                                326   1034   915    00 P 1 Audit                                       287.95     83     84
                                326   1034   920    00 P 1 Prog. Sec.                                   71.45     81     81
                                326   1034   921    00 P 1                1.90CR         1.90CR                   81     84
                                326   1034   940    00 P 1 Salem Lab                                    30.18     81     84
                                326   1034   941    00 P 1 Port "                                       25.59     82     82
                                326   1034   944    00 P 1 Tech. Serv.                                 483.42     81     83
                                326   1034   945    00 P 1 Const. Sec.                                 256.11     81     83
                                326   1034   946    00 P 1 Reg. Off.                                     6.30     81     81
                                326   1034   948    00 P 1 Gen. Const. Engr.                            23.04     82     84
                                326   1034   985    00 P 1 EEO                                          70.09     82     82
                                             TOT       P1        1,288.64CR     1,288.64CR       252,137.38
                                             TOT       N1                                             8.98
                                          ** JOB TOTALS **       1,288.64CR**   1,288.64CR**     252,146.36  **

                                                                                                                  STATE
CHANGE TO 326-1034         CONT NO        * FA PROJ NOS XI  9956007 100                          15,000.00     82     84
                                326   1035   295    00 N 9 Tr. City                              22,400.00CR   82     84
                                326   1035   296    00 N 9 " St.                                  7,400.00     82     84
                                326   1035   298    00 N 9 " Fed                                    111.60     82     84
                                326   1035   900    00 P 1 Const. Engr. 41.28CR      41.28CR          8,415.43     82     84
                                326   1035   903    00 P 1 Work by City                                15.23     82     84
                                326   1035   920    00 P 1 Prog. Sec.                                  56.00     82     84
                                326   1035   940    00 P 1 Salem Lab                                    1.96     82     84
                                326   1035   941    00 P 1 Port "                                      41.60     82     84
                                326   1035   944    00 P 1 Tech. Serv.                                 42.44     82     84
                                326   1035   948    00 P 1 Gen. Const. Eng.
                                             TOT       P1          41.28CR        41.28CR          8,684.26
                                          ** JOB TOTALS **         41.28CR**      41.28CR**        8,684.26  **

                                                                                                                  STATE
N MAIN AVE-NE ELLIOT       CONT NO 9255 * FA PROJ NOS SOS 2602002 100                           135,712.98     81     83
                                326   1036   201    00 P 1                                        1,462.52     83     83
                                326   1036   206    00 N 1                                          570.77     83     83
                                326   1036   270    01 P 1                                           16.81     83     83
                                326   1036   270    01 N 1                                       25,877.69     81     83
                                326   1036   295    00 N 9                                      159,572.80CR   81     84
                                326   1036   296    00 N 9          .21             .21          133,695.11     81     84
                                326   1036   298    00 N 9          .21CR           .21CR          2,491.92     81     84
                                326   1036   900    00 P 1       121.41          121.41           10,130.46     82     83
                                326   1036   903    00 P 1                                          975.54     82     83
                                326   1036   915    00 P 1                                          401.34     81     83
                                326   1036   920    00 P 1
```

001
BILLING NUMBER 11

OREGON STATE HIGHWAY DEPARTMENT
FHWA BILLING VOUCHER

09/20/84

PREFIX	GRP FL	FED AID PROJ APPR	AGREEMENT AMOUNT	TOTAL COSTS TO DATE	PARTIC AMOUNT	% OF PARTIC	FEDERAL SHARE	AMOUNT PREV CLAIMED	ADJUSTMENT AND CODE	AMOUNT OF THIS VOUCHER
326-1032	1	XI -9793-003 APPR-823	4448,950.00	4823,139.52	4813,818.56	85.00	4091,745.78	4091,745.78		
326-1034	1#	XI -9956-007 APPR-823	214,316.77	252,146.36	252,137.38	85.00	214,316.77	214,316.77		
326-1035	1#	XI -9956-007 APPR-823	7,381.62	8,684.26	8,684.26	85.00	7,381.62	7,381.62		
326-1036	1	SOS -2602-002 APPR-680	137,177.00	153,268.48	151,789.15	88.15	133,802.14	133,695.11		107.03
	2	0000-0000-000 APPR-000								
326-1036		PREFIX TOTALS	137,177.00	153,268.48	151,789.15		133,802.14	133,695.11		107.03
326-1037	1#	XI -000C-017 APPR-823	438.03	515.33	515.33	85.00	438.03	438.03		
326-1039	1#	X10 -0000-038 APPR-772	463,094.01	541,152.88	544,816.48	85.00	463,094.01	463,094.01		
	2#	XI -0000-038 APPR-823	433,663.36	510,192.19	510,192.19	85.00	433,663.36	433,663.36		
326-1039		PREFIX TOTALS	896,757.37	1051,345.07	1055,008.67		896,757.37	896,757.[illegible]		
326-1040	1#	X10 -9956-011 APPR-772	96,882.81	120,270.11	113,979.78	85.00	96,882.81	96,882.[illegible]		
326-1041	1	X10 -9877-003 APPR-772	235,200.00	273,701.62	273,212.73	85.00	232,230.82	232,230.82		
326-1043	1	X10 -9926-007 APPR-772	1414,253.00	1566,752.18	1566,182.60	85.00	1331,255.21	1331,135.98		119.23
	8	X10 -9926-007 APPR-772	90,270.00	8,316.00	8,288.67	85.00	7,045.37	7,045.37		
326-1043		PREFIX TOTALS	1504,523.00	1575,068.18	1574,471.27		1338,300.58	1338,181.35		119.23
326-1044	1	X10 -000C-022 APPR-772	390,000.00	419,350.68	419,350.68	85.00	356,448.08	356,448.08		
326-1046	1	X10 -9867-005 APPR-772	1129,544.00	1340,261.45	1324,144.71	85.00	1125,523.00	1125,523.00		
	8	X10 -9867-005 APPR-772	25,228.00	5,241.38	5,204.53	85.00	4,423.85	4,423.85		
326-1046		PREFIX TOTALS	1154,772.00	1345,502.83	1329,349.24		1129,946.85	1129,946.85		
326-1047	1	X10 -0000-040 APPR-772	340,983.75	400,460.32	391,802.08	85.00	333,031.77	333,031.77		
326-1048	1	X10 -9326-008 APPR-772	211,284.39	248,569.87	248,569.87	85.00	211,284.39	211,284.39		
	2	X10 -9326-008 APPR-580	194,655.00	222,295.89	222,295.89	85.00	188,951.51	188,951.51		
326-1048		PREFIX TOTALS	406,939.39	470,865.76	470,865.76		400,235.90	400,235.90		
326-1049	1#	X10 -9956-010 APPR-772	38,208.10	44,982.47	44,950.71	85.00	38,208.10	38,208.10		
326-1050	1	X10 -9880-002 APPR-772	488,559.38	574,580.12	573,217.16	85.00	487,234.59	487,234.59		
	2	X10 -9880-002 APPR-580	24,992.00	29,322.96	29,322.96	85.00	24,924.52	24,924.52		
326-1050		PREFIX TOTALS	513,551.38	603,903.08	602,540.12		512,159.11	512,159.11		

9245

From Metro JON ROSE | Date 1-27-84
To GARY POTTER
Proj. Mgmt Traffic Region I Accounting
Comment: The attached package from the City of Portland asks that we close out and audit the subject project on Columbia Blvd. The remaining work has been programmed with FHWA as a new and separate project. Please advise if there are problems
Jon Rose

CITY OF
PORTLAND, OREG
OFFICE OF PUBLIC WORKS

OM MRE OE
TOS
US 1-27-8
Metro Regi
PA EM B

January ~~26~~ 27, 1984

Jon Rose
Federal-aid Specialist
ODOT - Metro Region
9002 SE McLoughlin Blvd.
Milwaukie, OR 97222

RE: N. Columbia Blvd., 6 New Signals
(M-IX-9956(7)

Dear Jon:

The subject project, as initially requested, contained six new signals. It was later amended, as a temporary measure, to advance three of the six signals to construction. The three signals not yet constructed should be dropped from the project and the project should proceed to audit.

Due to complications with the Public Utility Commission (PUC) involving railroad crossings, the City, on March 30, 1979, requested that the project be revised (see Exhibit A). The revision would separate the 6 signals into two units as follows:

UNIT A contracted	UNIT B
1. I-5 Ramp	1. Argyle Way (Delaware)
2. Portsmouth	2. Peninsular
3. Argyle (Interstate Pl.)	3. Chautauqua

Unit A did not involve any railroad crossings and could advance to construction. Unit B needed more work to address the concerns of the PUC.

On April 6, 1979, your office (Don Adams) agreed to the separation into two units and would advise Salem of the change. Don's letter appears to be the last commmunication regarding the separation (Exhibit B).

On January 29, 1981, construction bids were opened and a contract was awarded to Hertz Electric, Inc. Hertz constructed all three intersections defined in Unit A.

Further discussions about the Unit B signals between the City and the PUC resulted in a new project proposal. This new project, N. Columbia Blvd., Chautauqua to Delaware (IX-9956(13) included the three signals defined in Unit B of the previous project.

PROGRAM SECTION
MANAGER GP PROJECT UNIT
JAN 30 1984
MAN. ASSIST. PROGRAM UNIT
REFER TO Gary Potter
FOR

Please initiate action to close out the "N. Columbia Blvd., 6-new signals" project and advance it to final audit. Excess funds from this project should be deobligated. I will reprogram them when you notify me of the final amount.

Sincerely,

Jerry Markesino

Jerry Markesino
Transportation Program Manager

Enclosures (2)

cc: Dick Speer
Randy Countryman

JM:je

PORTLAND
OREGON

DEPT. OF FINANCE
AND ADMINISTRATION
NEIL GOLDSCHMIDT
MAYOR

BUREAU OF TRAFFIC
ENGINEERING
D.E. BERGSTROM
CITY TRAFFIC ENGINEER

420 S.W. MAIN ST.
PORTLAND, OR. 97204
503/248-4296

(120)

[illegible] PDE TSE SPC
ODOT - METRO

APR 2 1979

AM [illegible] 669 FILE T/A

March 30, 1979

Mr. Robert Bothman
Administrator
Metro Division
5821 N.E. Glisan Street
Portland, Oregon 97213

Subject: FAU-State DOT M-9956
6-New-Signals N. Columbia Blvd.

Dear Bob:

The above project has been approved, agreements signed 7-11-78. The delay now, in the on-going procedure, is caused by P.U.C. requirements at three of the above locations.

The possibility of separating the three signal locations that do not have railroad requirements from the three that do has been discussed with Mr. L.E. George, and Mr. G.W. Wimer . They have both expressed no problem, but would like this matter referred to you.

Our proposal is to separate the three with a separate contract so that the railroad requirements for the other three would not hold up installations.

The three we would like to go ahead with are:

1. N. Columbia off-ramp from I-5
2. N. Columbia and Portsmouth
3. N. Columbia and Argyle (Interstate Place)

We propose to include the computer interconnect system with these first locations thereby leaving only the connecting for the later three.

For your information we are enclosing a copy of a letter received from Rich Manufacturing Company.

Sincerely,

M.J. Martini
Sr. Traffic Engineer

EXHIBIT A

MJM/daj
cc: L.E. George, Jim Wilson, Kathy Fong, Mike Bauer, Rich Manufacturing Co.

ROBERT W. STRAUB
GOVERNOR

Department of Transportation
METROPOLITAN BRANCH
5821 N.E. GLISAN, PORTLAND, OREGON 97213

April 6, 1979

Wilson
Mario
Macky

M.J. MARTINI
Senior Traffic Engineer
City of Portland
420 S.W. Main St.
Portland, OR 97204

Subject: North Columbia Boulevard Signal
FAU-State DOT M-9956

Dear Mario:

As requested in your March 30, 1979 letter, ODOT will separate the subject project into two separate contracts. One, covering the three signals which you had advanced or would like to advance; off-ramp from I-5 at North Columbia, Portsmouth at North Columbia and Argyle at North Columbia. We will also include the computer interconnect system for the six signals with the first three signals contract.

By a copy of this letter, I am requesting the Salem staff to take the necessary steps to program the projects as you have requested.

D.R. Adams
D.R. ADAMS
Project Development Manager

DRA/po

cc: L.E. George with attachments
Gerry Wimer with attachments
Buzz Swan
Max Klotz
Dennis Peterson with attachments

RECEIVED
APR 10 1979
BUREAU OF
TRAFFIC ENGINEERING

EXHIBIT B

Form 73-0122

9245

STATE OF ORE N
Highway Division

INT ROFFICE MEMO
PRO

DATE: January 25, 1984

TO: Vern Skoog
Highway Controller

ORIGINAL SIGNED BY
GARY A. POTTER

FROM: Gary A. Potter, Manager
Program Section

SUBJECT: Final Voucher Submission

Would you please have the necessary action taken for submission of the final voucher on the following preliminary engineering project:

M-9956(6) Columbia Blvd. Traffic Signals

The installation of traffic signals at three of the locations was contracted under Project No. IX-9956(7) with a PS&E date of 11-30-79 and further preliminary engineering on the remaining 3 locations is included in Project No. IX-9956(13) which was authorized on 1-4-83.

CL:bkb
cc:√G. Zehner
S. Williams (FHWA)

81-125-1307

9245

rll

cc: OSHD (Coulter)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL ACCEPTANCE REPORT

REGION NO. 10	REPORT NO. 2	COUNTY Multnomah	DIVISION Oregon
DATE OF REPORT 12/19/83	REPORT MADE BY 12-19-83 Thomas P. Lowe, Area Engineer		PROJECT NO. IX-9956(7)
COMPLETION DATE 3/10/82	ACCEPTANCE DATE BY CONTRACT AGENCY 6/29/82	TIME ELAPSED 131 %	CONTRACT TIME 280 days
APPROVED EXTENSIONS 86 days	LOCATION See Below		

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.
*A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

NE COLUMBIA BLVD. - TRAFFIC SIGNALS @ 3 INTERSECTIONS
NE COLUMBIA BOULEVARD
Traffic Signal Installation

This project provided for installation of fully actuated and interconnected traffic signals on Columbia Blvd. at three intersections - Portsmith Street, Argyle Street, and the I-5 ramp.

The contractor overran contract time 86 days, apparently due to difficulties he encountered in getting the controllers. The State granted a time extension of 86 days. No liquidated damages were charged.

The total project cost is $247,523. The original project authorization was $282,991.

RECEIVED
STATE HWY ENGR
DEC 21 '83
REFER TO
Keasey
FOR
Info | Inves | R/D | D/R | Sign | Act | File

NOTED
W. E. S
12/27

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE Original Signed by T. P. LOWE Thomas P. Lowe		SIGNATURE Original Signed By G. K. HOSSNER Field Operations Engineer Glenn K. Hossner	
TITLE Area Engineer	DATE 12/20/83	TITLE Field Operations Engineer	DATE 12/20/83

FORM FHWA-1446 B (12-73) FORMERLY PR-33E

Previous Editions of PR-33E Will Not Be Used.

9245

NOTED CON
W. E. SCHWARTZ

September 17, 1982

Mr. Lyle Speer
Hertz Electric, Inc.
P. O. Box 577
Albany, OR 97321

Agreement
Liquidated Damages Waiver
NE Columbia Blvd. Traffic
Signals @ 3 Intersections
Contract No. 9245

Enclosed is a fully executed copy of the above referenced "Agreement" for your files. The liquidated damages will be returned to you as soon as an estimate can be processed.

for W. E. Schwartz, P.E.
Assistant State Highway Engineer
for Operations

Enc.

OBJ:mk st

bc H. S. Coulter w/att.
C. T. Keasey w/att.
Al Harwood w/att.
Don Burdette, City of Portland w/att.
FHWA
R. D. Church (Original - please process)

AGREEMENT

IN CONSIDERATION OF THE MUTUAL PROMISES CONTAINED HEREIN, Hertz Electric, Inc. hereby agrees to:

(1) Release the State of Oregon, by and through its Transportation Commission and its Department of Transportation, from any and all claims arising out of the awarding and performance of Contract No. 9245 which is referred to as the N.E. Columbia Blvd. Traffic Signal project.

(2) Indemnify and hold harmless the Oregon State Transportation Commission and the Oregon Department of Transportation from any and all claims arising out of the performance of the above referenced contract including, but not limited to any claims by subcontractors, suppliers, consultants, employes, architects and engineers.

IN CONSIDERATION OF THE MUTUAL PROMISES CONTAINED HEREIN, the Oregon State Transportation Commission by and through its Department of Transportation agrees to waive any claim for liquidated damages against Hertz Electric, Inc. arising out of the above referenced contract.

This agreement is not and cannot be utilized by the parties to this agreement or by any other party or person as an admission of liability.

HERTZ ELECTRIC, INC.

By

OREGON STATE HIGHWAY COMMISSION AND
DEPARTMENT OF TRANSPORTATION

By

9245

HERTZ ELECTRIC, INC.
P. O. Box 577
Albany, Oregon 97321
Ph. 926-1514

July 22, 1982

Oregon State Highway Division
Transportation Building
Salem, Oregon 97310

REF: Time Extension Request
OSHD Contract # 9245

Dear Mr. W.E. Schwartz, P.E.:

Enclosed are 2 signed copies Release & Indemnification Agreement signed by both myself and our material supplier. Please return a fully executed copy for our file.

We very much appreciate your patience and consideration in this matter.

Sincerely,

HERTZ ELECTRIC, INC.

Lyle Speer
President

NOTED
W. E. SCHWARTZ

LS:dlf

120

Enclosure

RECEIVED
STATE HWY ENGR

JUL 26 '82

REFER TO Keasey

FOR

Info	Inves	R/D	D/R	Sign	Act	File
					X	

Orig w/[illegible]
7-26-82

AGREEMENT

IN CONSIDERATION OF THE MUTUAL PROMISES CONTAINED HEREIN, Capital Enterprise and Engineering Corp. hereby agrees to:

(1) Release the State of Oregon, by and through its Transportation Commision and its Department of Transportation, and Hertz Electric, Inc.. from any and all claims arising out of the awarding and performance of Contract No. 9245 which is referred to as the N.E. Columbia Blvd. Traffic Signal Project.

(2) Indemnify and hold harmless the Oregon State Transportation Commission and the Oregon Department of Transportation, and Hertz Electric, Inc. from any and all claims arising out of the performance of the above referenced contract including, but not limited to any claims by subcontractors, suppliers, consultants, employes, architects, and engineers.

IN CONSIDERATION OF THE MUTUAL PROMISES CONTAINED HEREIN, the Oregon State Transportation Commission by and through its Department of Transportation, and Hertz Electric, Inc. agrees to waive any claim for liquidated damages against Capital Enterprise and Engineering Corp. and any of its suppliers arising out of the above referenced contract.

This agreement is not and cannot be utilized by the parties to this agreement or by any other party or person as an admission of liability

CAPITAL ENTERPRISE AND ENGINEERING CORP.

By E. T. Hossack

HERTZ ELECTRIC, INC.

By Lyle Spoon PRES.

AGREEMENT

IN CONSIDERATION OF THE MUTUAL PROMISES CONTAINED HEREIN, Capital Enterprise and Engineering Corp. hereby agrees to:

(1) Release the State of Oregon, by and through its Transportation Commision and its Department of Transportation, and Hertz Electric, Inc.. from any and all claims arising out of the awarding and performance of Contract No. 9245 which is referred to as the N.E. Columbia Blvd. Traffic Signal Project.

(2) Indemnify and hold harmless the Oregon State Transportation Commission and the Oregon Department of Transportation, and Hertz Electric, Inc. from any and all claims arising out of the performance of the above referenced contract including, but not limited to any claims by subcontractors, suppliers, consultants, employes, architects, and engineers.

IN CONSIDERATION OF THE MUTUAL PROMISES CONTAINED HEREIN, the Oregon State Transportation Commission by and through its Department of Transportation, and Hertz Electric, Inc. agrees to waive any claim for liquidated damages against Capital Enterprise and Engineering Corp. and any of its suppliers arising out of the above referenced contract.

This agreement is not and cannot be utilized by the parties to this agreement or by any other party or person as an admission of liability

CAPITAL ENTERPRISE AND ENGINEERING CORP.

By ____________________

HERTZ ELECTRIC, INC.

By ____________ PRES.

9245

July 8, 1982

United Pacific Insurance Company
P. O. Box 1788
Eugene, OR 97440

CON 5
#9245

Gentlemen or Ladies:

On July 2, 1982, we wrote to you concerning release of final payment on Contract No. 9245 awarded to Hertz Electric, Inc. for traffic signal installation at 3 intersections on N.E. Columbia Boulevard in Portland, Multnomah County.

Final payment on this contract is $945.40 and the total contract amount is $231,349.90. No work was performed under force account.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

js
cc: Hertz Electric, Inc.
P. O. Box 577
Albany, OR 97321

United Pacific Insurance Co.
Fidelity & Surety Department
P. O. Box 1216
Tacoma, WA 98401

bc: C. T. Keasey
Walt Hart
E. L. Hardt

9245

7-1-82

REPORT OF ACTION UNDER DELEGATED AUTHORITY BY
ASSISTANT STATE HIGHWAY ENGINEER

On behalf of the Commission and under delegated authority, the following contracts were accepted as being completed according to specifications:

Contractor and Contract No.	Section and County	Acceptance Date
Babler Bros., Inc. No. 9320	Bombing Range Rd.-Butter Cr., Unit 1 Morrow County	June 2, 1982
Wildish Corvallis Const. No. 9239	Rowell St.-Lacreole Dr. (Dallas) Polk County	June 2, 1982
Morse Bros., Inc. No. 9264	Pacific Blvd.-Santiam Hwy.(Albany) Linn County	June 4, 1982
Willamette-Western, Alaska Constrs., Inc. & General Const. Co., J.V. No. 8526	Columbia Rv. Bridge (N. Channel Substructure) and Government Island Fill Multnomah, Oregon and Clark, Wash.	June 10, 1982
Ross Bros. Const., Inc. No. 9083	Nyberg Creek Bridge(Tualatin) Washington & Clackamas Counties	June 10, 1982
COMCO Const., Ore. Ltd., dba Salem Road & Driveway No. 9318	Boone Rd. SE-Barnes Ave. SE(Salem) Marion County	June 14, 1982
R. A. Hatch Co. No. 9101	Division St. NE-Trade St. NE (Salem) Marion County	June 17, 1982
Cushing Bros., Inc. No. 9343	Sunnyside Rd.-Commercial St. Marion County	June 29, 1982
Roseburg Paving, Inc. No. 9296	Dodge Canyon Cr.-Westwood St. Douglas County	June 29, 1982
Hertz Electric, Inc. No. 9245	NE Columbia Blvd. Traffic Signals @ 3 Intersections Multnomah County	June 29, 1982

July 1, 1982

W. E. Schwartz, P.E.
Asst. State Highway Engineer

9245

L.

STATE OF OREGON 1859

VICTOR ATIYEH
GOVERNOR

Department of Transportation
STATE HIGHWAY DIVISION

IN REPLY REFER TO
FILE NO.: CON

June 25, 1982

Hertz Electric, Inc.
P. O. Box 577
Albany, Oregon 97321

Time Extension Request
NE Columbia Blvd. Traffic
Signals @ 3 Intersections
Contract No. 9245
FAP No. IX-9956(7)

Your request for additional contract time in which to complete the above project has been carefully reviewed. The reason for delay in completing this project was apparently the late delivery or availability of the software package for the Model 170 traffic signal controller. Your software supplier, EMCO, claims there were deficiencies in the State's software specifications. While we do not agree that this claim is valid, we do acknowledge that EMCO had difficulties in preparation of the software package.

Therefore, in order to resolve this matter, we are offering to grant a contract time extension of 86 calendar days on this project upon return receipt of one copy of the enclosed Release and Indemnification Agreement signed by your firm.

W. E. Schwartz, P.E.
Assistant State Highway Engineer
  for Operations

Enclosures

bc H. S. Coulter
C. T. Keasey
Al Harwood w/att.
Don Burdette w/att.
FHWA w/att.
R. D. Church Don't release L.D. until you receive signed agreement

Form 734-3123

AGREEMENT

IN CONSIDERATION OF THE MUTUAL PROMISES CONTAINED HEREIN, Hertz Electric, Inc. hereby agrees to:

(1) Release the State of Oregon, by and through its Transportation Commission and its Department of Transportation, from any and all claims arising out of the awarding and performance of Contract No. 9245 which is referred to as the N.E. Columbia Blvd. Traffic Signal project.

(2) Indemnify and hold harmless the Oregon State Transportation Commission and the Oregon Department of Transportation from any and all claims arising out of the performance of the above referenced contract including, but not limited to any claims by subcontractors, suppliers, consultants, employes, architects and engineers.

IN CONSIDERATION OF THE MUTUAL PROMISES CONTAINED HEREIN, the Oregon State Transportation Commission by and through its Department of Transportation agrees to waive any claim for liquidated damages against Hertz Electric, Inc. arising out of the above referenced contract.

This agreement is not and cannot be utilized by the parties to this agreement or by any other party or person as an admission of liability.

HERTZ ELECTRIC, INC.

By ______________________________

OREGON STATE HIGHWAY COMMISSION and
DEPARTMENT OF TRANSPORTATION

By ______________________________

STATE OF OREGON

INTEROFFICE MEMO

TO: BRYANT JACKMOND
Contract Administration Engineer

DATE: May 13, 1982

FROM: Marion Craft
MARION CRAFT
Region Construction Engineer

SUBJECT: NE COLUMBIA BLVD. TRAFFIC
SIGNALS @ 3 INTERSECTIONS
Contract No. 9245

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Attached is a time extension request from the contractor, Hertz Electric, requesting time be adjusted from 280 calendar days to 366 calendar days. This is 86 days, which is the amount the contract overran.

He has a lengthy letter of explanation, and after reading it a couple of times and talking to the City's Project Manager and Mike Smith, it appears that there were circumstances beyond their control that caused the delay, and for which we should grant the extension.

I concur in the recommendation of Mike Smith and Don Burdette to grant the extension as requested.

6-18-82

W.E.S.-

This is another of EMCo's "software" delays. There may be a question of whether or not their claim of deficient specs is valid, but there appears to be sufficient problems with the quad 5 package specified to cloud the issue and make our defense difficult. I recommend we grant the 86 C.D. time extension if Hertz will sign the Release Agreement.

MC/gw
Attachment

125-1387

9245 4-28-82 L.

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IX-9956(7)
2. STATE PROJECT NO. See below
2A. COUNTY NAME Multnomah

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.
5. ITEM NO. 80304

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 3/30/82
8. FEDERAL ROUTE NUMBER FAU 9956
9. STATE ROUTE NUMBER City Street

10. GENERAL LOCATION:
NE Columbia Blvd.

11. GENERAL DESCRIPTION OF WORK
Install overhead 120 volt power supply

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
☒ CONSTRUCTION PROCEED ON [illegible] FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

I approve the advance authorization date of 3/30/82 as requested in Mr. Keasey's letter of 4/26/82 as being in the public interest for the use of City Forces to proceed with the above work. State Force Order No. 2 representing work performed by City of Portland forces is approved for a TEC of $235.89 Federal Funds $200.

RECEIVED
STATE HWY ENGR
APR 30 '82
REFER TO Mehring
FOR
Info Invest R/D D/R Sign Act File

Orig to 4/30/82

14. DATE 4/28/82
15. SIGNATURE OF APPROVING OFFICIAL G. K. Hossner
16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

9245 L.

FORM [illegible]

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: PORTLAND

WEEK ENDING: March 13, 1982

SECTION PREFIX: 326-1034

HIGHWAY: FAU 9956

COUNTY: MULTNOMAH

NAME OF JOB: NE COLUMBIA BOVD TRAFFIC SIGNALS @ 3 INTERSECTIONS

KIND OF WORK: TRAFFIC SIGNAL INSTALLATION

CONTRACTOR: HERTZ ELECTRIC, INC.

CONTRACT NUMBER: 9245

FEDERAL AID PROJECT NUMBER: IX-9956(7)

DATE OF CONTRACT: February 26, 1981

DATE WORK STARTED: May 12, 1981

ESTIMATED COMPLETION DATE: March 10, 1982

AVERAGE FORCE ON PROJECT FOR THE WEEK:

MEN: 2 SUPERVISION: 0

SPECIFIED WORK DAYS:

SPECIFIED CALENDAR DAYS: 280

WORK DAYS USED:

CALENDAR DAYS USED: 366

SPECIFIED COMPLETION DATE: December 14, 1981

PERCENT OF TIME ELAPSED: 131%

PROJECT AUTHORIZATION: $ 282,990.69

EXCLUSIVE OF ENGINEERING: $ 260,550.90

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 247,933.01

ESTIMATED PERCENT: ~~OVERRUN~~ UNDERRUN 12.4 %

ENGINEERING AUTHORIZATION: $ 22,439.79

ENGINEERING COST TO DATE: $ 7,820.08

PERCENT OF AUTHORIZATION: 35 %

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100%

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100%

DATE PROJECT WAS COMPLETED: March 10, 1982

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	61° Clear	1		
MONDAY	52° Showers	1		
TUESDAY	64° Partly Cloudy	1		
WEDNESDAY	66° Partly Cloudy	1		PROJECT COMPLETE
THURSDAY				
FRIDAY				
SATURDAY				

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MAR 18 1982
CONSTRUCTION BRANCH

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GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

March 7 SUNDAY	NO ACTIVITY
March 8 MONDAY	MADE CABLE TERMINATIONS IN CONTROLLER CABINET AT COLUMBIA BLVD. & INTERSTATE PL.
March 9 TUESDAY	NO ACTIVITY
March 10 WEDNESDAY	TURNED ON ALL (3) SIGNAL INSTALLATIONS. PROJECT IS COMPLETE.
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

PROJECT COMPLETED 3-10-82. THIS IS THE FINAL WEEKLY REPORT.

SIGNED Don Burdette LOCATION Portland

Don Burdette

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP-F216

#9245 8-25-81 L.

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. M-9956(6)
2. STATE PROJECT NO. See below
2A. COUNTY NAME Multnomah

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.
5. ITEM NO. 80304

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 8/25/81
8. FEDERAL ROUTE NUMBER FAU 9956
9. STATE ROUTE NUMBER City Street

10. GENERAL LOCATION: Columbia Blvd. Traffic Signals

11. GENERAL DESCRIPTION OF WORK: Program change

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* Program change

13. REMARKS

As requested in Mr. Swan's letter of August 18, 1981 I approve the revised Prelimianry Engineering Costs to a TEC of $19,000 Federal Funds $16,290.

(Increase TEC $3,000 Federal Funds $2,572)

RECEIVED
STATE HWY ENGR
AUG 27 '81
REFER TO
FOR

Info	Inves	R/W	Dsk	Sign	Act	File
					X	

[illegible]

14. DATE 8/25/81
15. SIGNATURE OF APPROVING OFFICIAL Walach
16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

9245

Form E-30 (Rev. 9-71)

OREGON STATE HIGHWAY DIVISION

AUTHORITY FOR SURVEY

Section Columbia Blvd. Traffic Signals @ 3 Intersections ~~(previously: Traffic Signals on Columbia Blvd")~~

Highway N. Columbia Blvd. (FAUS 9956)

County Multnomah #26

Date June 26, 1981

Authorization No. 3

Survey Prefix 326-1952 (Assigned by Salem office)

Description of termini, route, length, etc.: Westerly end of survey is at the intersection of Portsmouth Ave. The easterly end of the survey is at the intersection of the I-5 Ramp east of the freeway. The overall length of the survey is 2.5 miles.

Proposed: Construct three interconnected traffic signals at the intersections of N. Columbia Blvd. with N. Portsmouth St., N. Argyle St., and the I-5 Ramp terminal.

Purpose of survey: City to perform preliminary engineering, field mapping, plans, specifications, and estimate. State to monitor PE, review plans and complete PS&E.

Estimate of cost: $282,991 (contract authorization)
FA No. M-9956(6) 8-25-81
Class II, Categorical Exclusion

Field Survey	(901)	50
Citizen Participation	(902)	
City or County	(903)	11,150
Consultant	(904)	
Final Design	(905)	100
Bridge Design	(906)	
Preliminary Design	(907)	
R/W Description	(909)	
Soils & Geology	(910)	
Traffic	(911)	4,500
Landscape	(912)	
Liaison R/W	(913)	100
Utility	(914)	50
Photogrammetry	(916)	
Location Studies	(918)	
Engineering Graphics	(919)	
Project Management	(920)	450
Specifications	(921)	2,500
Administrative Services	(922)	50
Environmental	(923)	50
Dept. of Transportation	(924)	
Air Quality Monitoring	(925)	
Foundation Exploration	(926)	
Seminars & Training	(950)	
Hearings	(980)	
Personal Leave Time	(960)	

Balanced Out

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

RECEIVED
[illegible] 1981
LOCATION SECTION

Total estimated cost of survey	$ 19,000
Previous authorization	16,000
Additional authorization requested	3,000
Additional authorization approved (Salem)	
Total all authorizations approved (Salem)	

Requests made by:
Field Engineer
CURTIS H. DUVAL, Metro Location Engineer

Recommended for Approval:
Regional Engineer
D.R. ADAMS, Project Development Engineer

Recommended for Approval:
Location Engineer

Approved:
Assistant State Highway Engineer

SP*23604-734

9245

STATE OF OREGON
Department of Transportation
Metropolitan Branch

INTEROFFICE MEMO
Telephone: 238-8226
Date: June 26, 1981

File No: 326-1952

TO: F.E. TERPIN
Location Engineer

FROM: T.A. SPENCE
Plan & Program Manager

SUBJECT: Columbia Blvd. Traffic Signals @ 3 Intersections
N. Columbia Blvd.
City of Portland
Multnomah County

I request approval of Authority for Survey #3 to close out preliminary engineering. This project has been contracted, therefore this authority is to cover the final costs. As of May 1981, the net charges to PE total $17,321. This does not include an unpaid city invoice for $583.63.

This project was originally programmed for signals at six intersections on N. Columbia Blvd. During preliminary engineering by the city, there were problems with PUC approval of the signals at three of the intersections that were adjacent to railroad crossings. After lengthy attempts to gain PUC concurrence, the decision was made by the city to drop the three contested signals and only advance to contract the signals at N. Portsmouth Avenue, N. Argyle Street, and the I-5 Ramp Terminal. The difficulties in gaining PUC approval led to increased city PE costs.

Other functions showing significant cost increases were Traffic Design (911) and Specifications (921).

The contract authorization is $282,991, (Contract No. 9245). This Authority for Survey is 6.7 percent of the contract authorization.

The City of Portland has increased the MSD authorization for the New Traffic Signals Project, adding FAU funds for preliminary engineering to cover this Authority for Survey. The attached copy of MSD Transaction #8105075 shows $2,582 (federal) unobligated FAU funds for PE. This amount is to cover the $3,000 total increase in preliminary engineering represented by this Authority for Survey.

TAS:ECM:JS

cc: G. Zehner
C. Duval
R. Wood
J. Rose
R. Brooks

Attachments

Form E-39 (Rev. 8-71)

OREGON STATE HIGHWAY DIVISION

AUTHORITY FOR SURVEY

Section Columbia Blvd. Traffic Signals @ 3 Intersections

Date June 26, 1981

Highway N. Columbia Blvd. (FAUS 9956)

Authorization No. 3

County Multnomah

Survey Prefix 326-1952 (Assigned by Salem office)

Description of termini, route, length, etc.: Westerly end of survey is at the intersection of Portsmouth Ave. The easterly end of the survey is at the intersection of the I-5 Ramp east of the freeway. The overall length of the survey is 2.5 miles.

Proposed: Construct three interconnected traffic signals at the intersections of N. Columbia Blvd. with N. Portsmouth St., N. Argyle St., and the I-5 Ramp terminal.

Purpose of survey: City to perform preliminary engineering, field mapping, plans, specifications, and estimate. State to monitor PE, review plans and complete PS&E.

Estimate of cost: $282,991 (contract authorization)
FA No. M-9956(6)
Class II, Categorical Exclusion

Field Survey	(901)	50
Citizen Participation	(902)	
City or County	(903)	11,150
Consultant	(904)	
Final Design	(905)	100
Bridge Design	(906)	
Preliminary Design	(907)	
R/W Description	(909)	
Soils & Geology	(910)	
Traffic	(911)	4,500
Landscape	(912)	
Liaison R/W	(913)	100
Utility	(914)	50
Photogrammetry	(916)	
Location Studies	(918)	
Engineering Graphics	(919)	
Project Management	(920)	450
Specifications	(921)	2,500
Administrative Services	(922)	50
Environmental	(923)	50
Dept. of Transportation	(924)	
Air Quality Monitoring	(925)	
Foundation Exploration	(926)	
Seminars & Training	(950)	
Hearings	(980)	
Personal Leave Time	(960)	

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

Total estimated cost of survey	$ 19,000
Previous authorization	16,000
Additional authorization requested	3,000
Additional authorization approved (Salem)	
Total all authorizations approved (Salem)	

Requests made by:

Curtis H. Duval

Field Engineer

CURTIS H. DUVAL, Metro Location Engineer

Recommended for Approval:

~~Regional Engineer~~

D.R. ADAMS, Project Development Engineer

SP-23804-734

Recommended for Approval:

Location Engineer

Approved:

Assistant State Highway Engineer

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                    METROPOLITAN SERVICE DISTRICT

                       TIP PROJECT ADJUSTMENT

                             07-May-81

            STATEMENT OF TRANSACTION IN FEDERAL DOLLARS

TRANSFERS FUNDS PER LTR DTD 4/29/81


TRANSACTION #: 8105075
PROJECT: NEW TRAFFIC SIGNALS-CITY OF PORTLAND
FUNDING: CITY OF PORTLAND FEDERAL AID URBAN SYSTEM
         PROJECT FUNDING COMBINED-ADJUSTMENT ONLY FOR THIS FUNDING
SPONSOR: CITY OF PORTLAND
FILE # :  1 1522
RESOLUTION: MSD ADMINISTRATIVE ADJUSTMENT

**********PREVIOUS STATUS***********          ******NEW STATUS*******

                    LESS    UNOBLIGATED      THIS    UNOBLIGATED      PROJECT
         TOTAL  OBLIGATION    BALANCE    TRANSACTION   BALANCE          TOTAL
------------------------------------------------------------------------------
PRELIMINARY ENGINEERING
        62,966      63,675         -709        3,291        2,582      66,257
CONSTRUCTION
       396,211     584,566     -188,355            0     -188,355     396,211
TOTAL
       459,177     648,241     -189,064        3,291     -185,773     462,468

 FAU FUNDS          92,069 HOOD FUNDS       370,399

PROJECT: CITY OF PORTLAND FAU CONTINGENCY
FUNDING: CITY OF PORTLAND FEDERAL AID URBAN SYSTEM
SPONSOR: CITY OF PORTLAND
FILE # :  1 3044


RESERVE ACCOUNT
       752,977           0      752,977       -3,291      749,686     749,686
TOTAL
       752,977           0      752,977       -3,291      749,686     749,686



CJCJCJCJ
 15*11*     66257*31*     25812*10*     63675*30*     25155
****          0      3239
 30*67*    752977****           0    749686
```

9245

STATE COPY OMB No. 04-R2089

L.

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO. 3-66	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION **FEDERAL-AID PROJECT AGREEMENT** 3/10/81	State OREGON County MULTNOMAH Project No. IX-9956(7)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

City St., N. Columbia Blvd. (Portland)

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	1-7-81	0.00
OTHER *(Specify)*		

FUNDS PRO RATA 85%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 282,162.00	$ 239,837.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By L.F. Moehring

Asst. State Highway Engineer
(Title)

XX For: H.S. Coulter

State Highway Engineer
(Title)

By

(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: E.J. Valach (actg.)

Date executed by Division Administrator MAR 10 1981

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

File

Oregon State Highway Division
Salem, Oregon, March 3, 1981

Federal Aid Project
No. IX-9956(7)

N.E. Columbia Blvd. Traffic Signals at 3 Interchanges
Portland FAU Route
Multnomah County

Project Agreement Estimate.

Type Code Y031
Signals at 3 Intersections (N. Portsmouth Ave.) (I-5 Ramp) (Interstate Ave.)

Temporary Protection and Direction of Traffic	All Required		$ 1,000.00
Temporary Signs	410 Sq.Ft.	$ 1.50	615.00
Flagmen	120 Hour	22.50	2,700.00
Traffic Signal Installation, Complete	All Required		191,176.00
Traffic Control Program, Complete	All Required		50,000.00
	Subtotal		$245,491.00
	Engineering		29,301.00
	Engineering (Signal Controller Testing)		3,840.00
	Total		$278,632.00

Length of Project	0.00 mi.
Federal Funds (85%)	$236,837.00
State Funds (9%)	25,077.00
City Funds (6%)	16,718.00
Subtotal	$278,632.00
Reserve Federal Funds	3,000.00
Reserve State Funds	318.00
Reserve City Funds	212.00
TOTAL	$282,162.00

Group 1 100%
Contract No. 9245
Prefix: 326-1952
Prefix: 326-1034

9245

L

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

PRO 6-2

February 10, 1981

TO: E.J. Valach, Acting Div. Administrator
Federal Highway Administration

Original Signed By
D. E. Swan

FROM: D.E. Swan
Operation Programming Engineer

SUBJECT: Bid Opening January 29, 1981
Project No. IX-9956(7)
N.E. Columbia Blvd. Traffic Signals at 3 Intersections Sec.
Multnomah County

The W.R. Grasle Co. that was apparent low bidder for this project did not comply with the MBE requirements. Therefore, I request your concurrence to award the contract to the second low bidder.

The second low bidder is the Hertz Electric, Inc. of Albany, Oregon with bid of $245,491.00. An addendum is attached to the Summary of Bids received and Construction Authorization for your signature.

DRH:bkc
Attachment

cc: General Files

Form 734-3122

9245

February 6, 1981

ACC

Mr. David Vargas
State Highway Coordinator
City of Portland
Bureau of Street and Structural Engineering
621 S.W. Alder Street, Room 725
Portland, Oregon 97205

Dear Mr. Vargas:

On February 3, 1981, we advised you of the bid results and the amount of your advance deposit based on the low bid received on the N.E. Columbia Boulevard Traffic Signals at 3 Intersections project. The low bidder failed to meet the Minority Business Enterprise goals and the bid was rejected, therefore, disregard our previous letter. The second low bidder, Hertz Electric, Inc., P.O. Box 577, Albany, Oregon 97321, has been accepted as the successful bidder on the project. We anticipate the construction cost to be:

Contractor's Bid	$245,491.00
Anticipated Additional Items:	
Signal Controller Testing(Engineering)	$ 3,840.00
SUBTOTAL	$249,331.00
4 1/2% Contingencies	11,219.89
9% Engineering	22,439.79
ESTIMATED CONSTRUCTION COST	$282,990.68

City's Advance Deposit:
6% of $282,990.68 = $16,979.44 or say $17,000.00

We will award the contract when we receive your advance deposit, which should arrive no later than February 20, 1981.

The attached sheet defines the three options for making your advance deposit. Please select the option you desire and submit your advance deposit according to the instructions.

2-20-81
Dave Hill says
Deposit will be here
by 2-25-81.
G

Very truly yours,

D. E. Swan
Operation Programming Engineer

GEZ:pf
Attachment
bcc w/AD # 836 REV.: Jon Rose, Region M Federal Aid Engineer
Vern Skoog - Please return completed AD # 836 REV. when advance deposit is received.

9245

February ~~3~~ 6, 1981

ACC

Mr. David Vargas
State Highway Coordinator
City of Portland
Bureau of Street and Structural Engineering
621 S.W. Alder Street, Room 725
Portland, Oregon 97205

Dear Mr. Vargas:

On January 29, 1981 the Highway Division received a satisfactory bid from W. R. Grasle, P.O. Box 4123, Portland, Oregon 97208 for N.E. Columbia Boulevard Traffic Signals at 3 Intersections, FAU 9956. We anticipate the construction cost to be:

Contractor's Bid	$233,460.00
Anticipated Additional Item:	
Signal Controller Testing (Engineering)	$ 3,640.00
4 1/2% Contingencies	10,678.50
9% Engineering	21,357.00
ESTIMATED TOTAL COST	$269,335.50

City's Advance Deposit:
6% of $269,335.50 = $16,161.30 or say $ 16,200.00

We will award the contract when we receive your advance deposit, which should arrive no later than February 20, 1981.

The attached sheet describes the three options for making your advance deposit. Please select the option you desire and submit your advance deposit according to the instructions.

Very truly yours,

D. E. Swan
Operation Programming Engineer

KEH:pf
Attachment

bcc w/AD # 835 REV.: Jon Rose, Region H Federal Aid Engineer
Vern Skoog - Please return completed AD # 835 Rev. when advance deposit is received.

2-5-81
Low bidder disqualified (MBE.)
Notified Dave Hill - He will hold!
We will send revised letter when 2nd low bidder is judged to be qualified.
G

2-6-81
Jim Wilson, City of Portland
says go w/ Hertz Elect. (2nd low)
G.

9245

4

DATE: February 6, 1981

TO: Oregon Transportation Commission

FROM:
H. S. Coulter
State Highway Engineer

SUBJECT: N.E. Columbia Boulevard Traffic Signals at 3 Intersections in Portland
N. Main Ave.-NE Elliot Ave. & NE Main Ave.-NE Kelly Ave. (Gresham) Section
January 29, 1981 Bid Letting

In my letter to you of January 30, the N.E. Columbia Boulevard Traffic Signals at 3 Intersections in Portland Project #4 was recommended to be awarded to W. R. Grasle Co., in the amount of $233,460.00, subject to concurrence of the FHWA and pending MBE review. It was determined that this contractor did not comply with the minority business enterprise requirements and the bid was therefore nonresponsive.

Therefore, I recommend award of the project to the second low bidder, Hertz Electric, Inc., in the amount of $245,491.00. Even though the second low bid is 2.9 percent over the Engineer's Estimate, there were a total of eight proposals received on the project, and we do not anticipate any advantage in readvertising. This has been discussed with our Legal Counsel, who advises I am recommending the proper action.

Also in my letter of January 30, I recommended Alternate "C" on N. Main. - N.E. Elliot and N.E. Main - N.E. Kelly, Project #14. The City of Gresham has informed us that they want to go on Alternate "B" to Gresham Paving, Inc., for the amount of their bid at $130,305.08.

I shall call the Chairman for approval.

HSC:ia

bc J. L. Sollis
D. H. Moehring
R. W. Gormsen
C. T. Keasey
E. S. Hunter
E. L. Hardt
George Bell
V. E. Skoog

9245 [illegible]

Section NE Columbia Bl Traffic Sigs. at 3 Inters. Progra ing Estimate $ 275,000

Highway FAU 9956 Project Length –

County Multnomah Completion Time 280 CD

Kind of Work Traffic Signals 1-27-81 Est. Comp. Date Dec. 1, '81

Prefix 326-1952 Letting Date Jan. 29, '81 Project No. IX-9956(7)

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount . . . . $ 238,600 ^{00}

Anticipated Additional Items:

Royalty Payment.		
Permit Fees		
Slide Correction		
Railroad Protective Costs		
Other Railroad Costs		
Permanent Signing		
Permanent Pavement Striping		
Temporary Pavement Striping.		
Remove Pavement Striping (Exist. & Temp.) . . .		
Temporary Erosion Control		
State Furnished ______		$ 3,840 ^{00}
Roadside Seeding & Mulching		
Asphalt Cement Adjustment		
On the Job Trainees		
State Responsibility for Damages		
Signal Controller Testing (Engineering)	3,840	
Bikeway Signs		
Furnish Mailbox Posts		
Adjust Utilities:		
______		
______		
______		
______		
______		
Subtotal		$ 242,440 ^{00}
Contingencies (4-1/2%)		10,909 ^{80}
Engineering (~~8~~, [✓ 9], ~~10~~%)		21,819 ^{60}
~~Subtotal~~		$
Credit for ______		
Estimated Net Authorization, Construction		$ 275,169 ^{40}

APPROVED

Rec'd.
1-27-81
G

1

______
Road Design Engineer

EGON STATE HIGHWAY DIVISION

~~SUMMARY BID SCHEDULE~~ - COST ESTIMATE

Sheet 1 of 1

Date Dec 19, '80

sion N.E. Columbia Blvd. Traffic Sigs. at 3 Intersections

County Multnomah

ind Of Work Traffic Signals

Length -

Name Bricher

lo	Item	Code	Unit	Quant.	Unit Cost	Total
	Temporary Protection and Direction of Traffic		All	All	-	3,500-
	Temporary Signs		Sq. Ft.	410	6-	2,460-
	Flagmen		Hour	120	22-	2,640-
	Traffic Signal Installation, Complete		All	All	-	210,000-
	Traffic Signal Control Program, Complete		All	All	-	20,000-

9245

STATE OF OREGON — INTEROFFICE MEMO

TO: D. H. Moehring, Assistant
State Highway Engineer

DATE: December 30, 1980

Portland

Rod Henry

FROM: Rod Henry, Assistant
Right of Way Manager

SUBJECT: Right of Way Certification
F. A. Projects
Bid Opening January 29, 1981

Federal-aid Project No. IX-9956(7) Highway No. 726 - City

Federal-aid Project Name Columbia Blvd. Traffic Signals, 3 intersections

I certify that to the best of my knowledge the following statements, as checked, are correct with regard to the right of way and relocation for this project. This report does not include the status of Railroad & Utilities' files that may be in the area of this contract, but are reported separately by our Utility Section.

[X] No additional right of way was acquired. Construction can be accomplished within the existing right of way.

[ ] Right of way was acquired in accordance with current FHWA directives covering acquisition of real property and with the relocation provisions of FHPM 7-5. The State has legal and physical possession or has a right to occupy and use all right of way. Occupants have vacated all residential, commercial and farm buildings.

* * * * * * *

[ ] There are no individuals or families to be displaced from residential improvements.

[ ] All individuals and families have been relocated to decent, safe, and sanitary housing, or the State has made available to relocatees adequate replacement housing in accordance with the provisions of current FHWA directives.

FCL:jh

cc: J. H. Versteeg
Duane Ridings
F. C. Lowe

Versteeg
Anderson
1 Christensen
Olson
2 Sullivan
Terpin
Trout
Wakerlig

RECEIVED
DEC 30 1980
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring Up __/__/__
Action

Contains Recycled Materials

9245

November 6, 1980

ACC

Mr. David Vargas
State Highway Coordinator
City of Portland
Bureau of Street and Structural Engineering
621 S.W. Alder Street, Room 725
Portland, Oregon 97205

Dear Mr. Vargas:

We have advertised the Columbia Blvd. Traffic Signals at three locations for bid opening on November 20, 1980.

Financial sharing of the construction is:

Total Estimated Cost	$254,740
Federal Funds (85%)	216,529
State Share (9%)	22,927
City Share (6%)	$ 15,284

City's early advance deposit:
65% of $15,284 = $9,935

The attached defines the three options for making your advance deposit. Please select an option and submit your advance deposit as described in the instructions.

Very truly yours,
ORIGINAL SIGNED BY
D. E. SWAN

D. E. Swan
Operation Programming Engineer

DES:pf
Attachment

bcc w/AD # 835: Jon Rose, Metro
V. E. Skoog - Please return completed AD # 835 when advance deposit is received.

9245 11-3-80 2

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. M-9556(6)

STATE PROJECT NO. See below

FROM: G. L. Green, Division Administrator
FHWA - Oregon Division, Salem, OR

PROGRAM NO.

ITEM NO. 80304

COUNTY NAME Multnomah

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer
Oregon State Highway Division
Salem, Oregon

RECEIVED
STATE HWY ENGR
NOV 10 '80
REFER TO Maehring
FOR
Info | Inves | R/D | D/R | Sign | Act | File

11-10
smc

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE 11-3-80	FEDERAL ROUTE NUMBER FAU 9956 STATE ROUTE NUMBER City Street

GENERAL LOCATION:

Columbia Blvd. Traffic Signals

GENERAL DESCRIPTION OF WORK:

Program Change

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY

PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION

☒ OTHER (Specify) Program Change
See below

☐ ACQUISITION OF RIGHT-OF-WAY

CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's letter of 10-15-80, I approve the revised Preliminary Engineering Costs to a TEC of $16,000, Federal funds $10,718. (Increase TEC $5,000, Federal funds $4,288)

DATE 11-3-80	SIGNATURE OF APPROVING OFFICIAL D. K. [illegible]	TITLE for Division Administrator

FORM PR-1240 (REV. 8-70). EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U. S. GOVERNMENT PRINTING OFFICE: 1978-631-885

10-27-80

92U5

L,

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. -9956(7)

STATE PROJECT NO. See below

COUNTY NAME Multnomah

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

FROM:
G. L. Green, Division Administrator
FHWA - Oregon Division

PROGRAM NO.

ITEM NO. 80304

TO:
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

11-21
orig

RECEIVED
STATE HWY ENGR
NOV 21 '80
REFER TO Moehring
FOR

Info	Inves	R/D	D/R	Sign	Ac	Fil

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER
11/30/79	10/29/80	FAU 9956
		STATE ROUTE NUMBER City Street

GENERAL LOCATION:
Columbia Blvd. at 3 Intersections

GENERAL DESCRIPTION OF WORK:
Revised PS&E

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION
- ☒ OTHER (Specify) State Furnished Software $2,000
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☒ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
- ☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

After concurrence in award you are authorized to proceed with those items listed above as shown in your Estimate.

Mr. Swan's 10/24/80 request and certifying statements are accepted.

Revised PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $275,100 Federal Funds $233,800.

A signed copy of the Title Sheet is returned herewith.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
10/29/80	G. K. Hossner	for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U. S. GOVERNMENT PRINTING OFFICE: 1975-631-988

9245

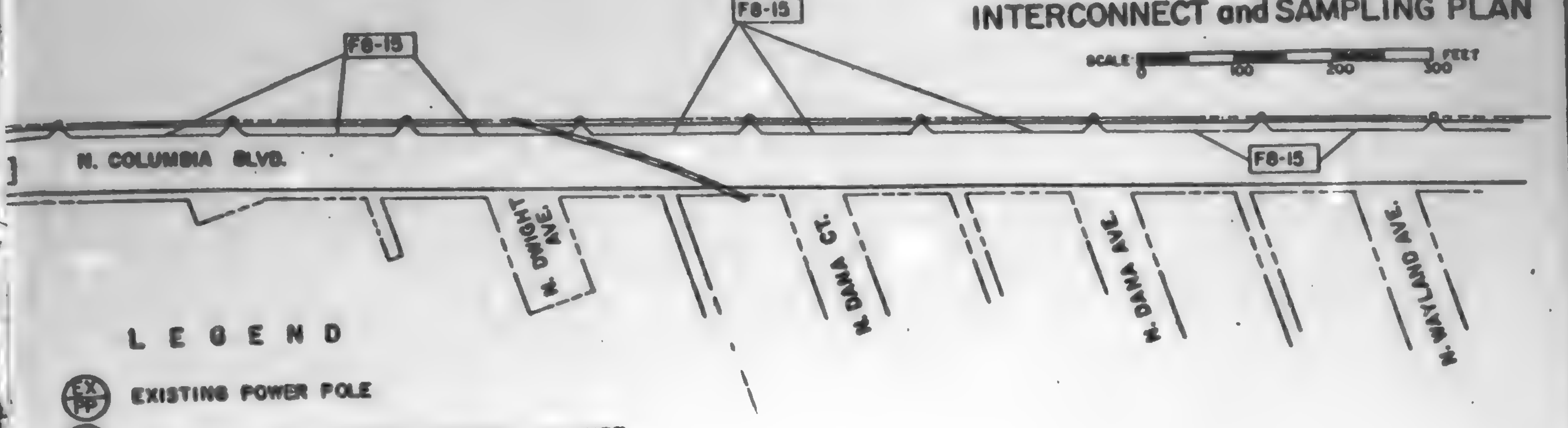
10-22-80

TRAFFIC SIGNAL INSTALLATION
COLUMBIA BLVD. TRAFFIC SIGNALS
AT 3 INTERSECTIONS
FAU 9956 — MULTNOMAH COUNTY

FED ROAD DIV No.	STATE	PROJECT NUMBER	FISCAL YEAR	SHEET No. / TOTAL SHEETS
10	OREGON			See Index

INTERCONNECT and SAMPLING PLAN

SCALE 0 100 200 300 FEET

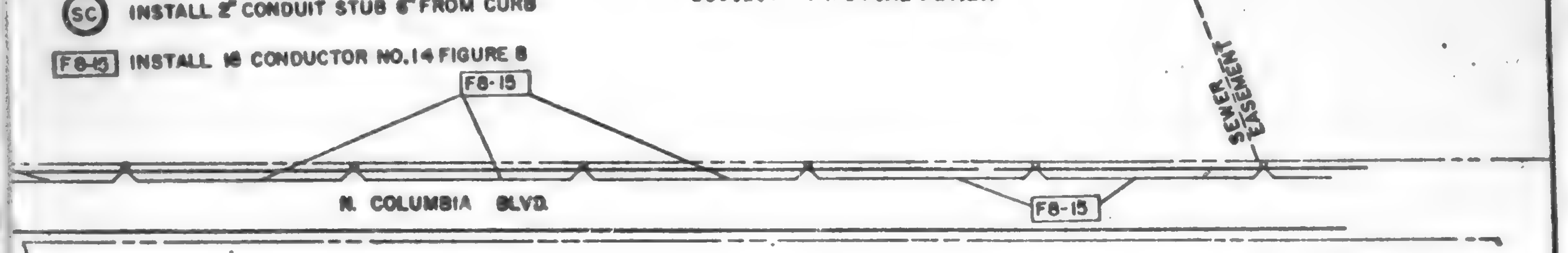

F8-15
F8-15
N. COLUMBIA BLVD.
F8-15
N. DWIGHT AVE.
N. DANA CT.
N. DANA AVE.
N. WAYLAND AVE.

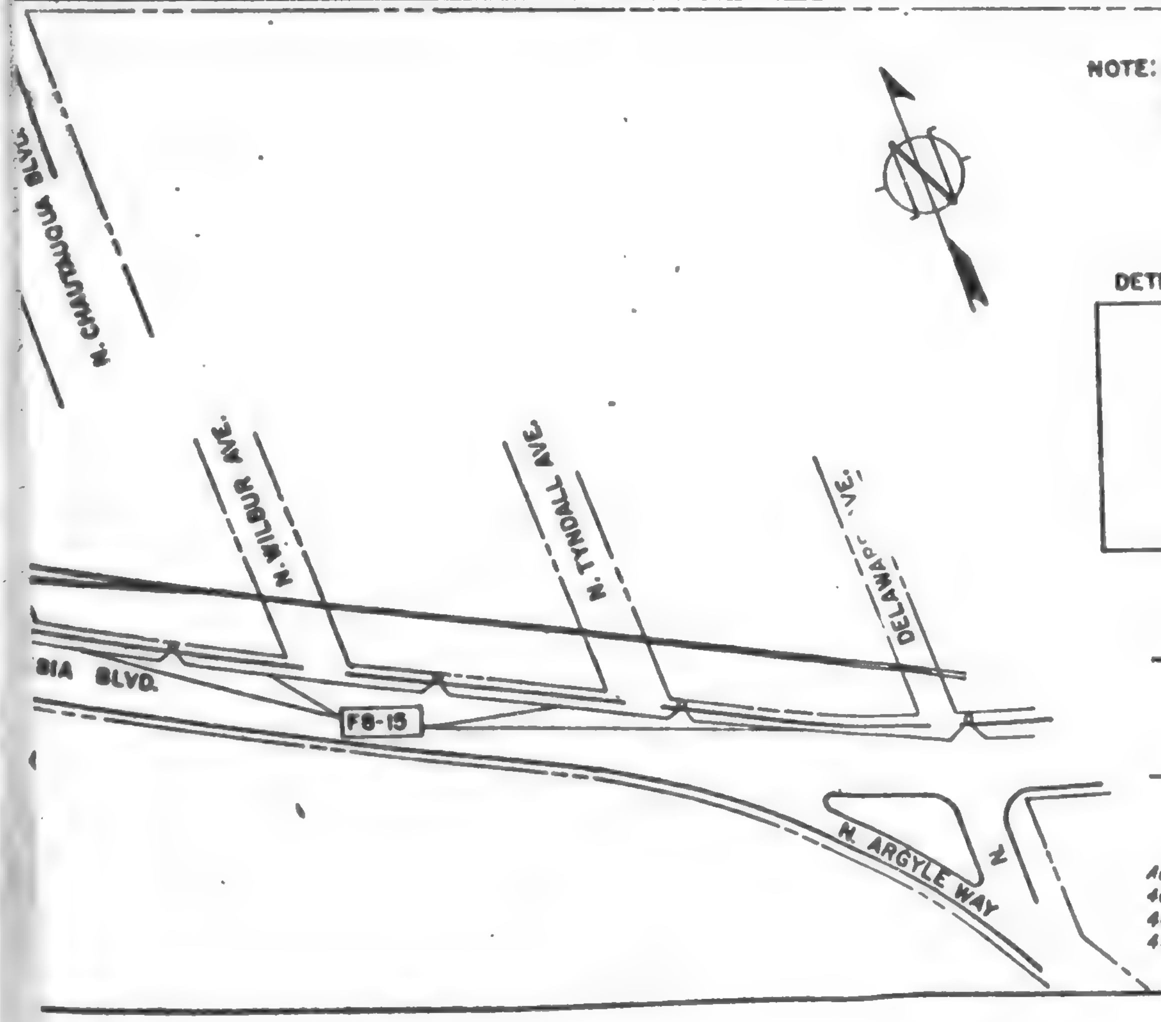
L E G E N D

- (EX PP) EXISTING POWER POLE
- (TC 2) INSTALL TYPE 2 OVERHEAD TERMINAL CABINET
- (L S) INSTALL 6'x6' SAMPLING LOOP WITH 3 TURNS
- (2") INSTALL 2" CONDUIT
- [1-15] INSTALL 1-15 CONDUCTOR NO. 14 CABLE
- (PB) INSTALL TYPE A PULL BOX
- (SC) INSTALL 2" CONDUIT STUB 6" FROM CURB
- [F8-15] INSTALL 16 CONDUCTOR NO.14 FIGURE 8

PRELIMINARY COPY

SUBJECT TO MUTUAL REVIEW


F8-15
SEWER EASEMENT
N. COLUMBIA BLVD.
F8-15


N. CHAUTAUQUA BLVD.
N. WILBUR AVE.
N. TYNDALL AVE.
DELAWARE AVE.
COLUMBIA BLVD.
F8-15
N. ARGYLE WAY
N

NOTE: SAMPLING DETECTOR LOCATIONS ARE SUGGESTED ONLY. BIDDER MAY PROPOSE OTHER LOCATIONS TO MEET THE NEEDS OF THEIR SOFTWARE.

DETECTOR INPUT
1 — INBOUND VOLUME
2 — INBOUND VOLUME
3 — INBOUND OCCUPANCY
4 — INBOUND OCCUPANCY
5 — OUTBOUND VOLUME
6 — OUTBOUND VOLUME
OUTBOUND OCCUPANCY
OUTBOUND OCCUPANCY

R C Speer
CITY APPROVAL

10 22 80
DATE

Accompanied by T.E. Drw'g. No's. 4683, 4684, 4685, 4686, 4687, 4688, 4689, 4690, 4691, 4692, 4693 & 4694.

APPROVED
TRAFFIC ENGINEER
9 | 25 | 79
DATE

T.E. Drw'g. No. 4682

9245

wdn,

Section NE Columbia Blv[illegible]affic Sigs. at 3 Inters. Progran[illegible]g Estimate $ 250,000

Highway FAU 9956 Project Length –

County Multnomah 10-14-80 Completion Time 280 CD

Kind of Work Traffic Signals Est. Comp. Date Oct. 1, '81

Prefix 326-1952 Letting Date Nov. 20, '80 Project No. IX-9956(7)

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount . . . . $ 218,600.00

Anticipated Additional Items:

Royalty Payment		
Permit Fees		
Slide Correction		
Railroad Protective Costs		
Other Railroad Costs		
Permanent Signing		
Permanent Pavement Striping		
Temporary Pavement Striping		
Remove Pavement Striping (Exist. & Temp.)		
Temporary Erosion Control		
State Furnished Software Programs	~~2,000~~	
Roadside Seeding & Mulching		$ 5,840.00
Asphalt Cement Adjustment		
On the Job Trainees		
State Responsibility for Damages		
Signal Controller Testing (Engineering)	3,840	
Bikeway Signs		
Furnish Mailbox Posts		
Adjust Utilities:		

Subtotal $ 224,440.00

Contingencies (4-1/2%) 10,099.80

Engineering (~~8~~, [✓ 9], ~~10~~%) 20,199.60

~~Subtotal~~ $

Credit for . . . .

Estimated Net Authorization, Construction . . . . $ 254,739.40

APPROVED

Rec'd
10-14-80
OK

Road Design Engineer

[illegible]GON STATE HIGHWAY DIVISION

~~SUMMARY - BID SCHEDULE~~ COST ESTIMATE

Sheet 1 of 1

Date ~~Sept. 27, '79~~ Sept. 29, '80

ection N.E. Columbia Blvd. Traffic Sigs. at 3 Intersections

County Multnomah

Kind Of Work Traffic Signals

Length -

Name Bricher

o	Item	Code	Unit	Quant.	Unit Cost	Total
	Temporary Protection and Direction of Traffic		All	All	-	3,500-
	Temporary Signs		Sq. Ft.	410	6-	2,460-
	Flagmen		Hour	120	22-	2,640-
	Traffic Signal Installation, Complete		All	All	-	210,000-

9245

8856

STATE OF OREGON
Department of Transportation
Metropolitan Branch

INTEROFFICE MEMO
Telephone: 238-8231
Date: May 8, 1980

File No: 326-1952

TO: D.H. MOEHRING Attn: Gary Zehner
Ass't State Highway Engineer

FROM: MAX J. KLOTZ
Metro Technical Services Engineer

SUBJECT: Columbia Blvd. Traffic Signals
3 Intersections
City of Portland
Prefix: 326-1952

Attached is a copy of the letter from David Hill of the City of Portland in which he confirms their request to withdraw the subject project from the May 29, 1980 bid schedule.

As we discussed on the phone please reschedule the project for bid in November, 1980.

js

cc: D. Hill
D. Fantz
D. Peterson
Jack Sullivan
Bill Zirbes

PROJECT MANAGEMENT BRANCH
ASHE ☐ STE ☐
PLE ☐ RE ☐ [✓ PRE ☐]
MAY 12 1980 ✓
REFERRED TO ____________
FOR ____________
FILE: PM FA LG.

THE CITY OF
PORTLAND
OREGON

DEPARTMENT OF
PUBLIC WORKS

MIKE LINDBERG
COMMISSIONER

OFFICE OF
PUBLIC WORKS
ADMINISTRATOR

621 S.W. ALDER
PORTLAND, OR 97205

TECHNICAL
SERVICES UNIT
MAY - 7 1980

May 1, 1980

MAX KLOTZ
TECHNICAL SERVICES ENGINEER
ODOT - METRO
5821 NE GLISAN
PORTLAND OR 97213

Dear Max:

Pursuant to our discussion concerning the May 8 and May 29, 1980 schedules of Contract Lettings, I have found only one project listed that we do not intend to go to bidding with. This is the Columbia Blvd., at three location project scheduled for May 29, 1980. If you have any questions concerning this, please call me at 248-4643.

Sincerely,

L. David Hill

L. David Hill, P. E.
Program Management
Bureau of Street & Structual Engineering

LDH:jh

9245

2

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

4-22-80

FEDERAL AID PROJECT NO. X-9956(7)

STATE PROJECT NO. See below

COUNTY NAME Multnomah

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

FROM:
G. L. Green, Division Administrator
FHWA - Oregon Division

PROGRAM NO.

ITEM NO. 80304

TO:

Mr. H. S. Coulter
State Highway Engineer
State Of Oregon
Salem, Oregon

4/25
Orig

RECEIVED
STATE HWY ENGR
APR 25 '80
REFER TO
Moehring
FOR
Info [illegible] File

DATE PS&E APPROVED

DATE AUTHORIZATION EFFECTIVE 4/15/80

FEDERAL ROUTE NUMBER FAU 9956

STATE ROUTE NUMBER City Street

GENERAL LOCATION:

NE Columbia Blvd. - Traffic Signals at 3 Intersections

GENERAL DESCRIPTION OF WORK:

Program Change

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☒ OTHER *(Specify)* Program Change

☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swans 3/10/80 letter I approve the revised construction costs to a TEC of $275,100 with Federal participation limited to $233,800.

(Increase TEC $55,100 - F.F. $46,800 advice dated 3/15/80)

DATE 4/22/80

SIGNATURE OF APPROVING OFFICIAL G. K. [illegible]

TITLE for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1975-631-055

9245

4-21-80

INTERSTATE TRANSFER FUNDS — UMTA APPROV'D 4/15/80

PROJ. NO.	WORK	SECTION	FF	
IX-9665(6)	Const.	Oatfield Rd @ Aldercrest Dr.	14,280	Orig.
IX-24(22)	PE	SE 182nd Ave - Birdsdale Ave (Gresham)	153,340	"
IX-9-3(8)	Const.	N. Tigard Intchg - Beef Bend Rd (Tigard)	47,850	Add'l
IX-24(4)	PE	Ross Is. Br - SE 52nd Ave (Portland)	29,472	"
IX-9665(5)	PE	Oatfield Rd. @ Lake Rd. (Milwaukie)	6,460	"
IX-9714(3)	PE	Clack. Hwy - SE 32nd Ave (Milwaukie)	3,655	"
IX-24(23)	R/W	SE 52nd Ave - SE 92nd Ave	1,500,000	orig
IX-9956(7)	Const	NE Col. Blvd Traf. Signals @ 3 Intersections	46,800	Add'l
IX-9956(8)	PE	" Col. Blvd @ N. Portland Rd Ramps	55,250	Orig
IX-0000(21)	PE	Powell Butte/Mt. Scott Transp. Study	29,750	"
IX-9326(4)	Const.	NE Sandy Blvd @ 50th Ave & 70th Ave.	72,250	"
			1,959,107	

Above information from
Glen Gray 4/21/80
JL Gaither

4/21/80
cc: Cliff Laux
J. Gaither
D. Ridings
G. Zahner
D.E. Swan

9245

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO 6-2

March 10, 1980

TO: G. L. Green, Division Administrator
Federal Highway Administration

Original Signed By
D. E. Swan

FROM: D. E. Swan
Operation Programming Engineer

SUBJECT: Additional IX Funds for
Item No. 80304
Project No. IX-9956(7)
NE Columbia Blvd.-Traffic Signals @ 3 Intersections
Multnomah County

I request additional Interstate Substitution General Funds financing for the subject project based on the fact that the latest cost estimate exceeds the funds requested in my September 24, 1979 letter. Approval of this request will involve additional estimated total cost of $55,100 and allotment of $46,800 in Federal Funds.

A tabulation of the amounts involved are as follows:

REQUEST	TEC	FF (85%)	City
Present	$275,100.00	$233,800.00	$ 41,300.00
Previous	220,000.00	187,000.00	33,000.00
Difference	$ 55,100.00	$ 46,800.00	$ 8,300.00

Included in MSD FY '80 AE/TIP on page 145 as number 278.

JLG:bke

cc: R. N. Bothman (Metro)
Max Klotz (Metro)
Jon Rose (Metro)
Gary Zehner

Form 734-3122

9245

Section NE Columbia Blvd Traffic Sigs. at 3 inters. Programming Estimate $ 250,000

Highway FAU 9956 Project Length —

County Multnomah 3-10-80 Completion Time 280 CD

Kind of Work Traffic Signals Est. Comp. Date March 1, '81

Prefix 326-1952 Letting Date April 24, '80 Project No. IX-9956(7)

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount		$ 216,450.00
Anticipated Additional Items:		
Royalty Payment		
Permit Fees		
Slide Correction		
Railroad Protective Costs		
Other Railroad Costs		
Permanent Signing		
Permanent Pavement Striping		
Temporary Pavement Striping		
Remove Pavement Striping (Exist. & Temp.)		
Temporary Erosion Control		
State Furnished		
Roadside Seeding & Mulching		$ 3,840.00
Asphalt Cement Adjustment		
On the Job Trainees		
State Responsibility for Damages		
Signal Controller Testing (Engineering)	3,840	
Bikeway Signs		
Furnish Mailbox Posts		
Adjust Utilities:		
Subtotal		$ 220,290.00
Contingencies (4-1/2%)		9,913.05
Engineering (~~8~~, [✓ 9], ~~10~~%)		19,826.10
~~Subtotal~~		$
Credit for		
Estimated Net Authorization, Construction		$ 250,029.15

APPROVED

Road Design Engineer

REC'D 3-10-80

INCL. IN "NEW TR. SIGS."

OE

OREGON STATE HIGHWAY DIVISION

~~SU ARY--BID SCHEDULE~~--COST ESTIMAT

Sheet 1 of 1

Date ~~Sept. 27, '79~~ Mar. 7, '80

ection N.E. Columbia Blvd. Traffic Sigs. at 3 Intersections

County Multnomah

ind Of Work Traffic Signals

Length -

Name Rricher

o	Item	Code	Unit	Quant.	Unit Cost	Total
	Temporary Protection and Direction of Traffic		All	All	-	3,500-
	Temporary Signs		Sq. Ft.	410	6-	2,460-
	Flagmen		Hour	120	22-	2,640-
	Traffic Signal Installation, Complete		All	All	-	207,850

9245

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE:

INTER-OFFICE CORRESPONDENCE
Salem, Oregon
December 21, 1979

FROM: Rod Henry, Assistant
Right of Way Manager

TO: D. H. Moehring
Assistant State Highway Engineer

SUBJECT: Right of Way Certification
F. A. Projects
Bid Opening January 24, 1980

Federal-aid Project No. IX-9956(7)   Highway No. 726 - City

Federal-aid Project Name Columbia Blvd. Traffic Signals 3 intersections

I certify that to the best of my knowledge the following statements, as checked, are correct with regard to the right of way and relocation for this project:

[X] No additional right of way was acquired. Construction can be accomplished within the existing right of way.

[ ] Right of way was acquired in accordance with current FHWA directives covering acquisition of real property and with the relocation provisions of FHPM 7-5. The State has legal and physical possession or has a right to occupy and use all right of way. Occupants have vacated all residential, commercial and farm buildings.

* * * * *

[ ] There are no individuals or families to be displaced from residential improvements.

[ ] All individuals and families have been relocated to decent, safe, and sanitary housing, or the State has made available to relocatees adequate replacement housing in accordance with the provisions of current FHWA directives.

Rod Henry

RJH:jk

cc: J. H. Versteeg
Duane Ridings
F. C. Lowe

___Versteeg___
___Anderson___
_/_Christensen_Doc_
___Olson___
___Sullivan___
___Terpin___
___Trout___
___Wakerlig___

RECEIVED
DEC 21 1979
ROAD DESIGN SECTION

Do Not File ☐
Return To___
Bring Up___/___/___
Action___

9205

2.

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

11 - 30 - 79

FEDERAL AID PROJECT NO.: IX[illegible]56(7)

STATE PROJECT NO.: See below

COUNTY NAME: Multnomah

PROGRAM STAGE (Check): ☐ 1. ☐ 2.

FROM: G. L. Green, Division Administrator

PROGRAM NO.:

ITEM NO.: 80304

TO:

Mr. H. S. Coulter
State Highway Engineer
Salem, Oregon

12-5

RECEIVED
STATE HWY ENGR
DEC 5 - '79
REFER TO
[illegible]
FOR
Info | Inves | [illegible] | [illegible] | Sign | Act | File

DATE PS&E APPROVED: 11-30-79

DATE AUTHORIZATION EFFECTIVE: 11-30-79

FEDERAL ROUTE NUMBER: FAU 9956

STATE ROUTE NUMBER: City Street

GENERAL LOCATION:

NE Columbia Blvd - Traffic Signals at 3 Intersections

GENERAL DESCRIPTION OF WORK:

Traffic signals.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION

☐ OTHER *(Specify)*

☐ ACQUISITION OF RIGHT-OF-WAY

☒ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

After concurrence in award you are authorized to proceed with those items listed above as shown in your Estimate.

Mr. Swan's 9-24-79 and 10-18-79 requests and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $220,000 FEderal Funds $187,000.

A signed copy of the Title Sheet is returned herewith.

(Advice No. 823-10-0-01 dated 11-30-79)

DATE: 11-30-79

SIGNATURE OF APPROVING OFFICIAL: G. K. Hossne

TITLE: for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1970-721-015

9245

326-1952

995-6

STATE OF OREGON

INTEROFFICE MEMO

METRO TECHNICAL SERVICES 238-7502
DEPT. TELEPHONE

TO: L.E. GEORGE
Traffic Engineer

DATE: October 23, 1979

FROM: THOMAS H. SCHWAB
Transportation Analysis Engineer

Thomas H. Schwab

SUBJECT: Preliminary Traffic Signal Plans
NE Columbia Blvd. Traffic Signals
Three Locations
Multnomah County

Attached is a signed copy of the preliminary plans for a traffic signal installation on Columbia Blvd. @ Portsmouth Ave., I-5 Ramp, and North Interstate Place (N. Argyle Street). These plans have been reviewed and signed by the city.

Also attached is a copy of the traffic signal warrant comparison sheets for each of the three locations.

js

NOTED
L.E. GEORGE

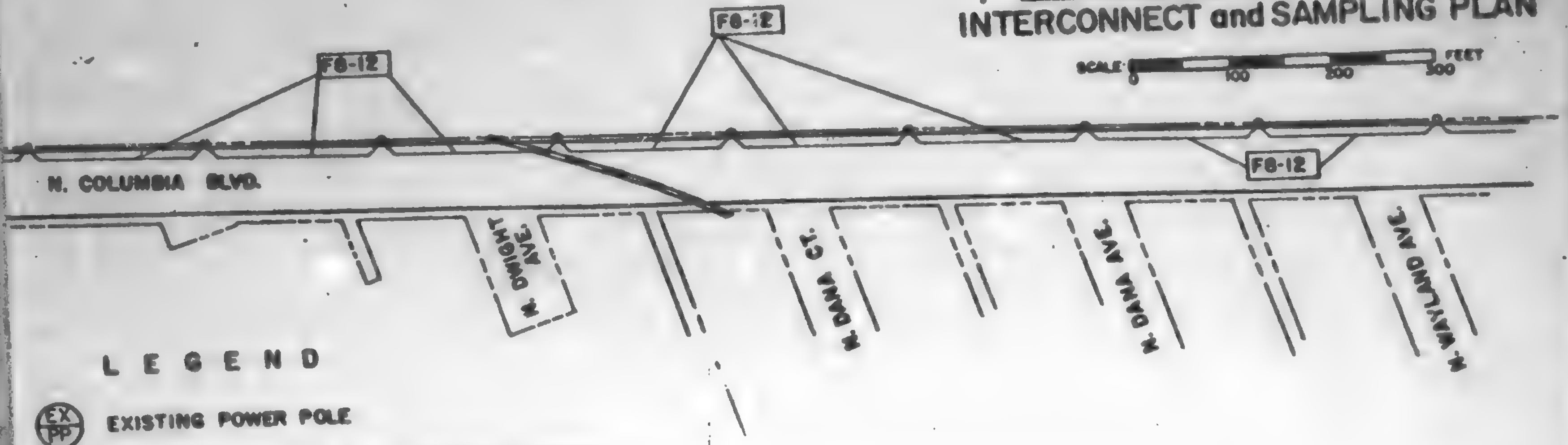
NOTED
DWAYNE HOFSTETTER

NOTED
W.R. ZIRBES

RECEIVED
OCT 25 1979
TRAFFIC ENGINEERING

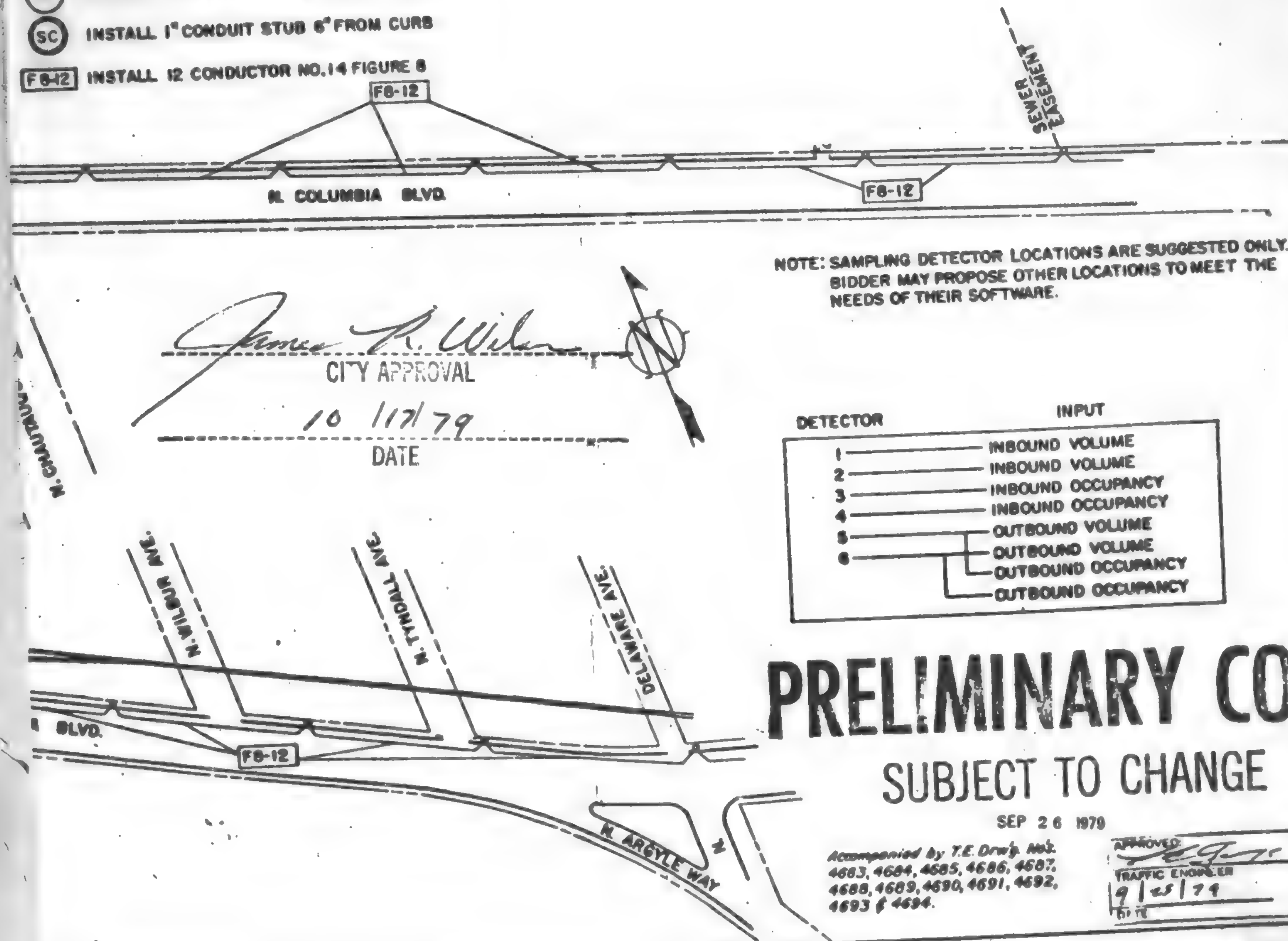
[illegible]C SIGNAL INSTALLATION N.E. COL[illegible]BIA BLVD. TRAFFIC SIGNALS AT 3 INTERSECTIONS FAU 9956 — MULTNOMAH COUNTY				SHEET No.
FED ROAD Div No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
10	OREGON			See Index

INTERCONNECT and SAMPLING PLAN


SCALE 0 100 200 300 FEET
F8-12
F8-12
F8-12
N. COLUMBIA BLVD.
N. DWIGHT AVE.
N. DANA CT.
N. DANA AVE.
N. WAYLAND AVE.

LEGEND

EX/PP	EXISTING POWER POLE
TC/2	INSTALL TYPE 2 OVERHEAD TERMINAL CABINET
L/S	INSTALL 6'x6' SAMPLING LOOP WITH 3 TURNS
A/(N)	INSTALL (N) DETECTOR AMPLIFIER
AC/N	INSTALL AMPLIFIER CABINET NUMBER (N)
PB	INSTALL TYPE A PULL BOX
SC	INSTALL 1" CONDUIT STUB 6" FROM CURB
F8-12	INSTALL 12 CONDUCTOR NO.14 FIGURE 8


F8-12
SEWER EASEMENT
N. COLUMBIA BLVD.
F8-12
N. CHAUTAUQUA
N. WILBUR AVE.
N. TYNDALL AVE.
DELAWARE AVE.
BLVD.
F8-12
N. ARGYLE WAY
N.

NOTE: SAMPLING DETECTOR LOCATIONS ARE SUGGESTED ONLY. BIDDER MAY PROPOSE OTHER LOCATIONS TO MEET THE NEEDS OF THEIR SOFTWARE.

James R. Wil[illegible]
CITY APPROVAL

10/17/79
DATE

DETECTOR	INPUT
1	INBOUND VOLUME
2	INBOUND VOLUME
3	INBOUND OCCUPANCY
4	INBOUND OCCUPANCY
5	OUTBOUND VOLUME
6	OUTBOUND VOLUME
	OUTBOUND OCCUPANCY
	OUTBOUND OCCUPANCY

PRELIMINARY COPY
SUBJECT TO CHANGE
SEP 26 1979

Accompanied by T.E. Drwg. Nos. 4683, 4684, 4685, 4686, 4687, 4688, 4689, 4690, 4691, 4692, 4693 & 4694.

APPROVED:
TRAFFIC ENGINEER
9/25/79
DATE

T.E. Drwg. No. 4682

9245

Form FHWA 121 (8/79)

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

THE OREGON DIVISION - Salem
UNITED STATES GOVERNMENT

memorandum

Subject: Oregon Project IX-9956(7)
N.E. Columbia Blvd.
Signals - 3 Intersections
Multnomah County

Date: October 15, 1979

From: G. L. Green, Division Administrator

Reply to Attn. of: HFO.6-OR

To: Mr. H. S. Coulter, State Highway Engineer, ODOT

In reviewing PS&E documents for this project it is noted that the green arrow display for the left turn move from I-5 ramp to Columbia Boulevard westbound is in conflict with the Columbia Boulevard pedestrian crossing. This is in conflict with the MUTCD. The condition can be corrected by replacing the green arrows with green balls. The PS&E will be approved subject to correcting the conflict as soon as funds are available.

G. K. Hosmer
for G. L. Green

RECEIVED
STATE HWY ENGR
OCT 24 '79
REFER TO
FOR

Info	Inves	R/D	D/R	Sgn	Act	File

10-24
cp George Versteeg

9245

OREGON STATE HIGHWAY DIVISION
117 DOT Building
Salem, Oregon 97310

Highway # 726

10-2-79

Prefix 326-1952

Attention: Right-of-Way Section

Subject: Federal Aid Project No. M-9956(6)
Project Name Columbia Blvd. Traffic Signals, 6 Intersections
Columbia Blvd.

Regarding the above referred to federal aid project, we hereby certify that to the best of our knowledge and belief:

A. Existing Right-of-Way

☒ 1. All construction can be accomplished completely within the existing right-of-way. This existing right-of-way was acquired prior to January 2, 1971.

B. New Right-of-Way

☐ 1. This project required additional right-of-way purchased after January 2, 1971. Right-of-way, easements, or rights-of-entry required for this project have been secured in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, and all incidental charges related to the transfer of property will be paid by the city in accordance with said Act.

☒ a. There has been no displacement of persons from residences, farms or businesses.

OR

☐ b. There has been displacement of persons from either residences, farms or businesses and in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, displaced persons, businesses, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals or families have been relocated to decent, safe and sanitary housing or have been offered decent, safe, sanitary and fair housing immediately available on the open market.

C. Utilities

☒ 1. The occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to federal aid project have been authorized by permit, franchise, or other approved procedure.

Signed at Portland, Oregon, this 2nd day of October, 1979

City of Portland

John M Lang
Public Works Administrator

Certified By:
Regional Right-of-Way Supervisor
Date October 4, 1979

RECEIVED
OCT 4 1979
Metro R/W Dept.

Instructions: Complete A or B and C.
R/W File No. ________
Rev. 1/76

9245 2.

October 2, 1979

The Honorable Victor Atiyeh [illegible]
Governor of Oregon
254 State Capitol
Salem, OR 97310

Dear Governor Atiyeh:

Substitute Transportation Projects Using Withdrawn Interstate Funds

Your letter of February 2 requested I keep you informed as to the projects considered to use withdrawn Interstate Funds.

The projects in the Portland and Salem urbanized areas submitted to the Federal Highway Administration during the month of September are the following:

Project	Work	Funds		
		Federal	State	Local
A. Portland				
1) Basin Ave.-Going St. Interchange	ROW, Const.	$1,326,067	$ --	$322,400
2) NE 99th Ave.-NE 162nd Ave. (Sandy Blvd.)	PE, Const.	480,250	--	84,750
*3) Scholls Hwy. @ Allen Blvd.	PE, ROW, Const.	122,800	21,700	---
4) NE Col. Blvd. Traf. Sig.	Const.	190,000	20,150	13,440
5) Traf. Signal Replacement (CBD Portland)	Const.	621,552	65,820	43,380
*6) Cornell Rd. @ Murray Blvd.	Const.	86,400	9,150	6,100
B. Salem				
1) Superior St. Vista Ave. (Commercial St. S.)	PE, ROW Const.	2,546,600	--	449,400

* Corrected Submittal

The criteria used to select these projects is the Region's transportation planning process which embodies a continuing cooperative, comprehensive approach. The projects are included in the Region's Transportation Improvement Program.

Sincerely,

F. B. Klaboe
Director

JLG:dmc
bc: H. S. Coulter R. N. Bothman
L. W. Rulien E. S. Hunter
D. H. Moehring C. O. Fredrickson

9245

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

October 1, 1979

In Reply Refer to
File No.: PRO 6-2

TO G. L. Green, Division Administrator
Federal Highway Administration

Original Signed By
D. E. Swan

FROM D. E. Swan
Operation Programming Engineer

SUBJECT PS&E Phase
Item No. M-67
Project No. M-9956(3)
W. City Limits (Portland)-
N. Oswego Ave. Sec.
Multnomah County

I request authorization as of September 14, 1979 to proceed with the portion of preliminary engineering necessary to obtain PS&E approval at an estimated total cost of $10,000 with no additional obligation in Federal funds at this time.

This request is based on the fact that the Final Negative Declaration received FHWA's approval on September 14, 1979.

JLG:dmc
cc: R. N. Bothman, Metro
E. L. Hardt, Reg. 1
Max Klotz, Metro
Jon Rose, Metro
Gary Zehner

9245

Section N.E. Columbia Blud. ffic Sigs. at 3 Inters. Program g Estimate $ 211,000 Orun.

Highway FAU 9956 Project Length -

County Multnomah 9-27-79 Completion Time 280 CD

Kind of Work Traffic Signals Est. Comp. Date Sept. 1, '80

Prefix 326-1952 Letting Date Nov. 15, '79 Project No. IX-9956(7)

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount		$ 182,800^{00}
Anticipated Additional Items:		
Royalty Payment		
Permit Fees		
Slide Correction		
Railroad Protective Costs		
Other Railroad Costs		
Permanent Signing		
Permanent Pavement Striping		
Temporary Pavement Striping		
Remove Pavement Striping (Exist. & Temp.)		
Temporary Erosion Control		
State Furnished		
Roadside Seeding & Mulching		$ 3,100^{00}
Asphalt Cement Adjustment		
On the Job Trainees		
State Responsibility for Damages		
✓ Signal Controller Testing (Engineering)	3,100	
Bikeway Signs		
Furnish Mailbox Posts		
Adjust Utilities:		
Subtotal		$ 185,900^{00}
Contingencies (4-1/2%)		8,365^{50}
Engineering (~~8~~, 9, ~~10~~%)		16,731^{00}
~~Subtotal~~		$
Credit for		
Estimated Net Authorization, Construction		$ 210,996^{50}

APPROVED cc: Max Klotz

Rec. 9-27-79 H

Included in "New Tr. Sigs."

OK N

Road Design Engineer

REGON STATE HIGHWAY DIVISION
~~SUMMARY - BID SCHEDULE~~ - COST ESTIMATE

Sheet 1 of 1
Date Sept. 27, '79

Section N.E. Columbia Blvd. Traffic Sigs. at 3 Intersections
County Multnomah
Kind Of Work Traffic Signals
Length -
Name Bricher

No	Item	Code	Unit	Quant.	Unit Cost	Total
	Temporary Protection and Direction of Traffic		All	All	-	3,500-
	Temporary Signs		Sq. Ft.	410	6-	2,460-
	Flagmen		Hour	120	22-	2,640-
	Traffic Signal Installation, Complete		All	All	-	177,700-

9245

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

September 24, 1979

In Reply Refer to
File No..

TO G. L. Green, Division Administrator
Federal Highway Administration

Original Signed By
D. E. Swan

FROM D. E. Swan
Operation Programming Engineer

SUBJECT Project Data Submission
Item No. 80304
Project No. IX-9956(7)
NE Columbia Blvd. Traffic
Signals at 3 Intersections
Multnomah County

Attached data consists of PR-1 forms with project maps.

It is the Oregon State Highways Division present intention to receive bids for this project on November 15, 1979.

I request transfer of Interstate Substitution General Funds for construction of the project, as we intend to request PS&E authorization October 18, 1979. This action will involve an estimated total cost of $220,000 with federal funds in the amount of $187,000.

This request is based on the September 18, 1979 letter to you from Mr. F. B. Klaboe, Director of the Department of Transportation.

Traffic signal warrants will be forwarded upon receipt of the documents.

DRH:dmc
Attachments
cc: R. N. Bothman, Metro
E. L. Hardt, Region 1
Max Klotz, Metro
Jon Rose, Metro
Gary Zehner, w/att.

Form 734-3122

Budget Bureau No. 41-

FORM PR-1
(REV. 4-61)

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O.

September 24, 1979

CARD 2	REPORT NUMBER	PROJECT LOCATION (45 typewriter spaces) City St., N. Columbia Blvd. (Portland)	**ADT**	PRESENT 12,000	FUTURE N/A	YEAR ---	REGION 10	STATE NAME Oregon
CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) Traffic Signals	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR

PROJECT NUMBER: PREFIX LETTER(S) IX NUMBE 9956

CARD 4	CLASS OF FEDERAL FUNDS Interstate Substitutions General Funded	COUNTY NAME Multnomah			
	NAME OF URBAN AREA Portland	ROUTE NO. U	FEDERAL-AID 9956	STATE City St.	

ESTIMATED PROJECT COST BY PHASES

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS (85%)	STATE FUNDS	OTHER FUN (City)
5					**PE**							
5					**ROW**							
5					**CONST** (CODE) TOPICS Y031		"NE Columbia Blvd. Traffic Signals at 3 Intersections"	0.0	220,000	187,000	19,800	13,200
							PROJECT TOTALS	0.0	220,000	187,000	19,800	13,200

CARD	CODE		
1	1	PREPARED BY	DRH
1	14	PROGRAM APPROVAL DATES	10-18-79

REMARKS Additional Data:
No. M-9956(6).

ove

Budget Bureau No. 41-R2067; Approval Expires February 28, 1

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FORM PR-1
(REV. 4-61)

September 24, 1979

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

ROJECT LOCATION (45 typewriter spaces): City St., N. Columbia Blvd. (Portland)

ADT	PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
	12,000	N/A	---	10	Oregon	41	823	8030

ED WORK (35 typewriter

NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	I. Projects Only POST MI. DESIG.
							IX	9956 (7)		

NDS: titutions General Funded

COUNTY NAME: Multnomah CODE 051

ROUTE NO. U — FEDERAL-AID 9956 — STATE City St. — U.S. ---

PROGRAM STAGE ☐ 1 OR ☐ 2

ESTIMATED PROJECT COST BY PHASES

WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS (85%)	STATE FUNDS	OTHER FUNDS (City)	CHARACTER OF PROPOSED WORK (Full description)
PE								Util. adj. as req.
ROW								
CONST (CODE) TOPICS Y031		"NE Columbia Blvd. Traffic Signals at 3 Intersections"	0.0	220,000	187,000	19,800	13,200	ROW-80' normal; Access Control-none Parking Restriction Complete
D BY DRH		PROJECT TOTALS	0.0	220,000	187,000	19,800	13,200	

APPROVAL DATES 10-18-79

REMARKS Additional Data: Item No. 80304; Project No. M-9956(6).

over

USCOMM DUSCOMM-DC 459

NE Columbia Blvd. Traffic Signals at 3 Intersections
Project No. IX-9956(7)

Remarks - continued

Project Data: The work under this project consists of installation of traffic signals at the following intersections:

1) I-5 Off-Ramp
2) Portsmouth St.
3) Argyle St.

In addition the computer interconnect system for six signals will be installed and incidental work common to this type of project. Adjust utilities as required.

FHPM 7-7-2 Requirements: Nonmajor action project under provisions of paragraph 10e concurred in by FHWA June 19, 1978.

Note: 1) Included in CRAG (MSD) FY 1979 TIP/AE on page 38 No. 17 and MSD Resolution No. 79-24.
2) This project is in Congressional District No. 3.

9245

2.

September 18, 1979

Mr. G. L. Green
Division Administrator
Federal Highway Administration
Equitable Center, Suite 100
530 Center Street NE
Salem, OR 97301

Dear Mr. Green:

Interstate Transfer Funded Projects
Portland Urbanized Area

Under authority granted to me on February 2, 1979 by Governor Atiyeh I request your approval to use Interstate Transfer Funds for two highway project in the Portland Urbanized Area. Funds for these projects are available from the withdrawal of the Mt. Hood Freeway from the Interstate Highway System under Section 103(e)(4) of Title 23, USC.

I concur that these projects are regional priorities and have been developed in conformance with the Region's continuing, cooperative, comprehensive transportation planning process.

Funding will be as follows:

		Funds		
Project	Work	Federal	State	Local
Scholls Hwy. @ Allen Blvd.	PE, ROW, Con.	$122,800	$21,700	$ --
NE Columbia Blvd. Traffic Signals	Const.	$190,000	$20,160	$13,440

I have directed the Project Management Branch of the Highway Division to process these requests with your office to obligate the Federal Transfer funds as they are authorized by the Metropolitan Service District.

Sincerely,

F. B. Klaboe
Director

cc: Metropolitan Service District

bc: H. S. Coulter
D. H. Moehring
R. N. Bothman

9245

ROBERT W. STRAUB
GOVERNOR

Department of Transportation
METROPOLITAN BRANCH
5821 N.E. GLISAN, PORTLAND, OREGON 97213

April 6, 1979

M.J. MARTINI
Senior Traffic Engineer
City of Portland
420 S.W. Main St.
Portland, OR 97204

Subject: North Columbia Boulevard Signal
FAU-State DOT M-9956

Dear Mario:

As requested in your March 30, 1979 letter, ODOT will separate the subject project into two separate contracts. One, covering the three signals which you had advanced or would like to advance; off-ramp from I-5 at North Columbia, Portsmouth at North Columbia and Argyle at North Columbia. We will also include the computer interconnect system for the six signals with the first three signals contract.

By a copy of this letter, I am requesting the Salem staff to take the necessary steps to program the projects as you have requested.

D.R. Adams

D.R. ADAMS
Project Development Manager

DRA/po

cc: L.E. George with attachments
[redacted] with attachments
Buzz Swan
Max Klotz
Dennis Peterson with attachments

Note — Swan reflecting
in PMS
Zehner

Form 734-3122

326-1952
(120)

THE CITY OF
PORTLAND
OREGON

DEPT. OF FINANCE
AND ADMINISTRATION
NEIL GOLDSCHMIDT
MAYOR

BUREAU OF TRAFFIC
ENGINEERING
D.E. BERGSTROM
CITY TRAFFIC ENGINEER

420 S.W. MAIN ST.
PORTLAND, OR. 97204
503/248-4286

MA PDM PDE TSE SPC
ODOT - METRO
APR 2 1979
AM PPS FILE T/A

March 30, 1979

Mr. Robert Bothman
Administrator
Metro Division
5821 N.E. Glisan Street
Portland, Oregon 97213

Subject: FAU-State DOT M-9956
6-New-Signals N. Columbia Blvd.

Dear Bob:

The above project has been approved, agreements signed 7-11-78. The delay now, in the on-going procedure, is caused by P.U.C. requirements at three of the above locations.

The possibility of separating the three signal locations that do not have railroad requirements from the three that do has been discussed with Mr. L.E. George, and Mr. G.W. Wimer . They have both expressed no problem, but would like this matter referred to you.

Our proposal is to separate the three with a separate contract so that the railroad requirements for the other three would not hold up installations.

The three we would like to go ahead with are:

1. N. Columbia off-ramp from I-5
2. N. Columbia and Portsmouth
3. N. Columbia and Argyle (Interstate Place)

We propose to include the computer interconnect system with these first locations thereby leaving only the connecting for the later three.

For your information we are enclosing a copy of a letter received from Rich Manufacturing Company.

Sincerely,

M.J. Martini
Sr. Traffic Engineer

MJM/daj
cc: L.E. George, Jim Wilson, Kathy Fong, Mike Bauer, Rich Manufacturing Co.

Process thru
Wilson

Columbia

RICH MANUFACTURING COMPANY
OF OREGON

SINCE 1939

March 23, 1979

Mayor Neil Goldschmidt
City of Portland

and

Mr. L. E. George
State Traffic Engineer
Oregon State Highway Dept.

RECEIVED
MAR 26 1979
BUREAU OF
TRAFFIC ENGINEERING

Gentlemen:

By way of introduction, I am owner and President of Rich Manufacturing Company of Oregon. We are a gray iron foundry, employing about 140 persons, and have been operating in this location since 1939.

About one year ago (April 13, 1978) I wrote a letter with accompanying diagrams to Mr. Don Bergstrom outlining in considerable detail the extraordinarily hazardous traffic situation at the I-5 on/off ramp and Columbia Boulevard. In connection with this, I also pointed out the need to inhibit speeds on Columbia Boulevard (posted 35 MPH), which commonly hit 50 MPH for both truck and automotive traffic along this stretch of Columbia Boulevard. Collisions at this intersection are not only inevitable; they, in fact, occur with distressing frequency (with the obvious implications relative to life and property). "Near misses" between vehicles (including heavy trucks) are so numerous that it makes one shudder.

In short, I most strongly urged that traffic control signals be installed at this intersection, and that installation of these signals be given the highest possible priority.

A week or so after my letter, one of Mr. Bergstrom's staff (I believe either Dean Franklin or Jim Wilson) responded by phone. I was informed that they did, indeed, recognize the seriousness of the problem (including the congestion of traffic for those on the off-ramp wishing to turn east onto Columbia Boulevard). I was further told that the project had been approved for the (current) budget year, ending June 30, 1979, as a part of a larger project including several intersections along this stretch of Columbia Boulevard. In response to my specific question concerning timing for completion of work, I was told it should be

P. O. BOX 17216 • 866 NORTH COLUMBIA BLVD. • PORTLAND, OREGON 97217 • PHONE (503) 283-4102

during the fourth quarter of this fiscal year; namely the quarter ending June 30, 1979.

During the past several months there have been at least 3 additional accidents at this intersection of which I am personally aware. One involved two trucks, while the others involved automobiles. Of the latter, one involved one of our women office employees on her way to work. As I dictate this letter, I am looking out on the intersection and observing the "routine" gambles of people attempting to negotiate this intersection, which is a part of day-to-day life.

Since we are now in the final quarter of the current fiscal year, and since there has been no physical evidence of work about to begin, I called Mr. Bergstrom's department two days ago to ascertain the present status of the project. To my great dismay (and to the dismay of the heads of the other two companies at the intersection of Albina and Columbia Boulevard), I was told that the timetable for this project had "slipped" an additional full year, and probably would not be completed until June or July of 1980!

It was explained that this slippage in schedule was primarily due to failure of the City and State to agree on certain design/cost features of the project. It was also stated that the actual contracting for the project would be handled by the State. It is for these reasons that I am addressing you jointly.

In view of the daily risk to life, limb, and property, a prospective delay to mid-1980 merely because of "coordinating" problems between City and State is simply unacceptable to any rational person. Any unresolved issues between City and State must be resolved promptly, and it is incumbent on the State to then proceed without further delay to contract for completion of the project on a timely basis.

In addition to the cited intersection itself, the project bears directly on the intersection of Albina and Columbia Boulevard, which is a scant 100 feet to the east. At an uninterrupted 50 MPH on Columbia Boulevard, Albina is less than 1.4 seconds from the interchange intersection! We and the two firms all must enter Columbia from Albina. You can readily see the present difficulty and hazard of negotiating access to Columbia from Albina. In addition to our collective 200 employees, we have traffic from numerous visitors and delivery trucks (including heavy tractor-trailer rigs, with very low acceleration). The combination of traffic interruprtion and speed control on Columbia which would be provided by the planned signals would alleviate this problem and hazard substantially.

We would appreciate a coordinated response to this letter, including a mutual commitment between the two governmental bodies to completion of this project at some early and stated date. Thank you.

Yours very truly,

RICH MANUFACTURING COMPANY OF OREGON

Fred C. Meikle

Fred C. Meikle, President
FCM:sch

cc: Mr. Don Bergst n ✓

P.S. I was also informed last year that left turn signals would be provided for traffic turning from Columbia Boulevard to Vancouver Avenue. During the phone conversation two days ago, there appeared to be some question as to whether this is still contemplated. Turning north onto Vancouver from Columbia is especially difficult and hazardous and we would hope that left turn signals would, indeed, be provided.

Approval of city force a/c
order anticipated Apr. 6th

9245

Date 4-4-79 **PROJECT MANAGEMENT OFFICE MEM**

Subject Six Signals on N Columbia Blvd File No.

Received (call) (~~visit~~) from Don Adams

Address

Made (call) (visit) to Phone

Reason for contact and general discussion:

Has letter from Martinez wanting to break project into two contracts of 3 signals each: 1) Those ready now & 2) Those delayed by PUC orders. Adams to approve by letter and give us a copy. Traffic previously indicated no technical difficulties

Signature A Wimer

File ( ) ( ) ( ) ( ) (✓) ( ) ( ) ✓ Prange ✓ Zehner
Circulate: PME LGE OPE PAE CCE OM Other

9245

PROJECT MANAGEMENT OFFICE MEMO

Date 3-28-79

Subject ① COLUMBIA BLVD SIGNALS 6 LOC ② CFO FOR / LT TURN PHASES @ ~~10~~ 9 LOC.   File No. ____

Received (call) (visit) from MR. MARTINI - 248-4207

Address BUR. OF TRAFFIC ENGINEERING, CITY OF PORTLAND

Made (call) (visit) to ____ Phone ____

Reason for contact and general discussion: ① Mr. Martini wants to split out 3 intersections on Columbia Blvd. that are involved with R.R. & PUC Problems. City would proceed with 3 int. not involved. Told him to submit letter of request thru Metro. ② He wanted status of CFO's for left-turns @ 9 Loc. including Columbia Blvd. @ Vancouver & when would they be approved. Discussed with Gaither - barring unforeseen problems approval by April 6. Discussed with Max Klotz.

Signature Gary E. Zehm

File ( ) ( ) ( ) ( ) ( ) ( ) ( ) ( )
Circulate: PME LGE OPE FAE CCE OM Other

9245

FAUS
9956

ROBERT W. STRAUB
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

June 9, 1978

TO G. L. Green, Division Administrator
Federal Highway Administration

FROM D. E. Swan
Federal Aid Manager

SUBJECT PROJECT DATA SUBMISSION
Item No. 80304
Project No. M-9956(6)
Columbia Blvd. Traffic Signals
Multnomah County

Enclosed is data for the subject project.

This project has been originated by local officials and concurred in by the Oregon Transportation Commission and the State Highway Division.

We request the following:

1) Concurrence that the project falls in the classification of nonmajor action as set forth in FHPM 7-7-2, paragraph 10e.

2) Authorization to proceed with all phases of preliminary engineering including utility preparatory work at an estimated total cost of $11,000, with an obligation of $9,430 in federal funds.

CL:lml

cc: Max Klotz (Metro)
G. Zehner

No Adv. Dep Required

Budget Bureau No. 41-R2067
U.S

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O.

FORM PR-1
(REV. 4-61)

6-9-78

FEDERAL-AID PROGRAM DATA
(PPM 21-1)

CARD 2	REPORT NUMBER (19) (20)	PROJECT LOCATION (45 typewriter spaces) 21 City St., N. Columbia Blvd. (Portland) 65	ADT	PRESENT 12,000	FUTURE N/A (66) (70)	YEAR 98 (71) (72)	REGION 10	STATE NAME Oregon

CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) 28 P.E., Traffic Signals 62	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)	PROJECT NUMBER PREFIX LETTER(S) 14 M- 23	NUMBER 9956

CARD 4	CLASS OF FEDERAL FUNDS Urban System	COUNTY NAME Multnomah	
	NAME OF URBAN AREA 17-3 Portland	ROUTE NO. U FEDERAL-AID 9956 (32)	STATE City St. (36) (37) U.S. ----

ESTIMATED PROJECT COST BY PHASES

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	CLASS	WORK TYPE	WORK STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS
1	(14-15)	(16	41	42	43 46	53		(54) (58)	(59) (66)	(67) (76)		
5					**PE** TOPICS			0.0	11,000	9,430	785	785 (City)
5					**ROW**		"Columbia Blvd. Traffic Signals"					
5					**CONST** (CODE) TOPICS Y031			0.0	347,500	298,050	24,725	24,725 (City)

CARD 1	CODE 1	PREPARED BY CL	PROJECT TOTALS	0.0	358,500 (16) (23)	307,480 (24) (33)	25,510	25,510 (City)
1	14	PROGRAM APPROVAL DATES March 8, 1978					REMARKS	

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

FORM PR-1
(REV. 4-61)

6-9-78

FEDERAL-AID PROGRAM DATA
(PPM 21-1)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

T LOCATION (45 typewriter spaces)		PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
y St., N. Columbia Blvd. (Portland) 65	ADT	12,000 (66)	N/A (70)	98 (71) (72)	10	Oregon	41 (2) (3)	W36 (4) (9)	80304 (14) (18)

RK (35 typewriter	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	I. Projects Only POST MI.	DESIG.
als 62	(63) (65)	(66) (68)	(69)	(70)	(71)	(72) (73)	(74) (75)	14 M- 23	7 9956	(6) 13	(24) (26)	27

COUNTY NAME	CODE	PROGRAM STAGE
Multnomah	051 (14) (16)	☐ 1 OR ☐ 2

ROUTE NO.	FEDERAL-AID	STATE	U.S.
U	9956 (32)	City St. (36)	(37) ---- (41)

ESTIMATED PROJECT COST BY PHASES

K YPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
46	53		(54) (58)	(59) (66)	(67) (76)			
S		"Columbia Blvd. Traffic Signals"	0.0	11,000	9,430	785	785 (City)	ROW-80' Normal; Access Control-none; Parking Restrictions- Complete
W								
ST S			0.0	347,500	298,050	24,725	24,725 (City)	
CL		PROJECT TOTALS	0.0	358,500 (16) (23)	307,480 (24) (33)	25,510	25,510 (City)	

L DATES

rch 8, 1978

REMARKS

-over-

USCOMM DUSCOMM-DC 48908-P61

Columbia Blvd. Traffic Signals
Project No. M-9956(6)

Existing Facility: 58 foot curbed roadway with 4 travel lanes and continuous left turn lane.

Adjacent Sections: Same as existing facility.

Project Data: The proposed work is as follows:

1) Preliminary engineering all phases including any utility preparatory work.
2) Install fully-actuated traffic signals interconnected to a computer system at the following listed locations, adjust utilities as required and incidental work common to this type of project.

Street	FAU	Street	FAU
Columbia Blvd.	9956	Portsmouth	9975
" "	"	Chatauqua	9971
" "	"	Pensular	9947
" "	"	Argyle Way	--
" "	"	Argyle	--
" "	"	I-5 Ramp	--

System Action, Airports, Railroads, Water Developments, Historical and Recreational Areas: None involved.

FHPM 4-1-4 Requirements: A-95 review exempt under working agreements.

FHPM 7-7-2 Requirements: Nonmajor action project under provisions of paragraph 10e.

FHPM 7-7-5 Requirements:
- a) Public Hearings -- None required under Oregon Action Plan.
- b) Location/Design -- Not a factor in the development of this project.

Note: 1) This project is in Congressional District No. 3.
2) Included in CRAG FY '78 TIP Annual Element as "New Traffic Signals" under Item No. 18.

9245

STATE OF OR[illegible]ON

INTE[illegible]FFICE MEMO

TO: D. H. Moehring
Manager, Office of Project Management
Attn: Gary Zehner

DATE: March 31, 1978

FROM: L. E. George
Traffic Engineer Supervisor

SUBJECT: Federal Aid Project Reviews in Portland
[redacted]
SW Capitol Hwy. at Huber
C.B.D. - 21 intersections

PROJECT MANAGEMENT
PME ☐ CCE ☐ OM ☐
LCE ☑ TAE ☐ OPE ☐
APR 4 1978
TAA Zehner
File: PM FA
LG

This office has reviewed the subject signal project proposals in Portland. We have increased the estimated costs on all projects to reflect present price trends. The rest of the information as it pertains to traffic operations seems to be in order.

L. E. George
L. E. George
Traffic Engineer Supervisor

WB:rah

CC: MAX KLOTZ 4-10-78

CBD 21 INTERSECTIONS - $600,000
S.W. CAPITOL HWY. @HUBER - $45,000
COLUMBIA BLVD. SIGNALS - $358,500

81-125-1387

Form E-33 (Rev. 9-71) 9245 CIBT 0101 FAUS 78-26

[illegible] 25 APR 78

OREGON STATE HIGHWAY DIVISION

AUTHORITY FOR SURVEY

Section: Traffic Signals on Columbia Boulevard
Highway: Columbia Boulevard - FAUS 9956
County: Multnomah

Date: March 10, 1978
Authorization No. 1
Survey Prefix: 326-1952 (Assigned by Salem office)

Description of termini, route, length, etc.:

Westerly end of survey is at intersection of Portsmouth Avenue. The easterly end of survey is at intersection of I-5 ramp, east of freeway. The overall length of survey is 2.5 miles.

Proposed:

Intertie for six intersection signals
1. I-5 ramp terminal
2. N. Argyle St.
3. Argyle Way
4. Pensular Ave.
5. Chautauqua
6. Portsmouth

Purpose of survey:

City to perform preliminary engineering field mapping, plans, specifications and estimate.

State to monitor PE, review plans, and complete PS & E.

M-9956(6)
6-19-78

FAUS
CRAG TIP
Cat. III N.M.

		Estimate of Cost
Field Survey	(901)	200
Citizen Participation	(902)	
City or County	(903)	8,500
Consultant	(904)	
Final Design	(905)	
Bridge Design	(906)	
Preliminary Design	(907)	
R/W Descriptions	(909)	
Soils & Geology	(910)	
Traffic	(911)	2,000
Landscape	(912)	
Liaison	(913)	
Utility	(914)	
Photogrammetry	(916)	
Location Studies	(918)	
Engr. Graphics	(919)	
Office Engineer	(920)	
Specifications	(921)	300
Environmental	(923)	
Planning	(924)	
Foundation Exploration	(926)	
Seminars	(950)	
Hearings	(980)	
Equal Opportunity	(985)	
Advisory Committees	(986)	

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

Total estimated cost of survey	$11,000
Previous authorization	
Additional authorization requested	
Additional authorization approved (Salem)	
Total all authorizations approved (Salem)	

Requests made by:
Robert T. Ewen
R. T. Ewen, Metro Location Engineer

Recommended for Approval:
M. J. Klotz, Metro Technical Services Engineer

SP*23604-734

Recommended for Approval:
Frank E. [illegible]
Location Engineer

Approved:
Ed Hunter
Tech. Serv. Engr.

NO AD DEP REQ'D N

9245

REGON STATE HIGHWAY DIVISION
PROJECT ASSESSMENT
(Or Request)

PART 1. GENERAL INFORMATION

A. Project Identification:

Date October 14, 1977
Section
Unit (if appl)
County Multnomah
City Portland
Highway N. Columbia Blvd.
State Hwy. No. FAU 9956
Termini: M.P.(if appl)
Length 2.5 miles
Region Portland Metropolitan
Construction Estimate $220,000.
Program Amount

B. Purpose of Project: Install traffic signals at 6 locations to provide for safer pedestrian crossing and vehicle access to and from Columbia Blvd.

INF ONLY

PROJECT FALLS UNDER STATEWIDE ASSESSMENT

C. Origin & History of Project: N. Columbia Blvd. has been designated as a major traffic street in the City's Arterial Street Plan. The roadway has recently been widened to 4 lanes with a continuous left turn lane. It is anticipated that traffic volumes will increase tremendously in the next few years. Signalization is proposed now so that future heavy accident records can be avoided.

D. General Description of Project: Install traffic signals at 6 locations along N. Columbia Blvd. Traffic signals will be fully actuated and include left turn and pedestrian phases. Signals will be coordinated by a computer system for optimum efficiency.

Alignment: New ____ Existing X Combined ____

Typical Section: Existing: No. Lanes 5; Med. None; Shldrs. None; Parking None
Proposed: No. Lanes ____; Med. ____; Shldrs. ____; Parking ____

Traffic: Existing Facility: Existing ADT 12,000; Projected ADT ____; Yr. ____
Existing Level of Service ____

Proposed Facility: Projected ADT ____; Yr. ____
Projected Level of Service ____

PROJECT INFORMATION SHEET
(to be submitted with the project request)

Section Columbia Blvd. Traffic Signals Date 3/6/78

Highway Columbia Blvd. FAUS 9956 County Multnomah

Existing Facility

Access control? None parking restrictions? Emergency only
Airport within 2 miles? None name
Water development in the area? None
Recreation areas None
Historical areas None

Roadway: no. lanes Four with Left turn lane paved shoulders? None
pavement width Nominal pavement width 58ft curb to curb

Structures: MP description
UPRR Under X'ing
I-5 Under X'ing

Signals: location Existing UPRR X'ing Traffic signal @ 2300 N Columbia Blvd

Descriptions of adjacent sections

West end: Four lanes with left turn Median 58ft Paved curb to curb
East end: " " " " " " " " " " "

Railroad crossings Four rail crossings with five sets of tracks adjacent to project but not involved with project

Name of railroad Union Pacific no. of tracks 5
Number of trains no. of hi-speed trains
Present protection
Proposed protection
Railroad benefits

9245

FEDERAL AID PROJECT REQUEST

Date October 14, 1977

Applicant Agency City of Portland

Request for: Off-System_____, FAS-C_____, FAUS X Project

Federal Aid Route No. 9956 Route Name Columbia Blvd.

Project Name Traffic Signals - N. Columbia Blvd.

Project Length 2.5 miles Project Location (Attach sketch map)

Project Description Installation of traffic control signals to provide for left turn and pedestrian crossing as needed at I-5 ramp, Argyle, Argyle Way, Pensular, Chautauqua, and Portsmouth.

Average Daily Traffic 12,000 Design Speed 45 m.p.h.

Complete Applicable Sections:

I. ROADWAY DATA

1. Existing Roadway: (Attach sketch)

Width 58' Travel Lanes 5 Shoulders None

Medians Continuous left turn lane Parking_____

Sidewalks_____

Remarks_____

2. Desired Roadway Cross Section: (Attach sketch)

Width_____ Travel Lanes_____ Shoulders_____

Medians_____ Parking_____

Curbed_____ Length Curb Radii_____

Sidewalk/Bikeway_____

Remarks No changes proposed for existing roadway

II. RIGHT-OF-WAY DATA

1. Existing Right-of-Way:

General Width 80 Minimum_____ Maximum_____

2. Has right-of-way been acquired for this project subsequent to January 2, 1971?
Yes_____ No X

3. Will additional right-of-way be needed? Yes_____ No X
If answer is "yes," will cost of right-of-way be subject to Federal reimbursement? Yes_____ No_____

Remarks_____

III. TRAFFIC CONTROL DATA

1. Existing Signalization and Location:

2. **Proposed Signalization:**

Location Columbia Blvd. @ I-5 ramp, Argyle, Argyle Way, Peninsular, Chautauqua and Portsmouth
Type Full actuated
Phases
Type of Suspension Span wire.
Interconnected Twelve conductive cable
Remarks Signals to be supervised by computer system.

3. **Permanent Signing:**

Include in project or by applicant? By applicant

4. **Permanent Striping:**

Include in project or by applicant? By applicant

IV. ILLUMINATION DATA NOT APPLICABLE

1. **Existing Illumination and Location:**

2. **Proposed Illumination:**

Location
Type
Remarks There will be no change in existing illumination

V. STRUCTURE DATA NOT APPLICABLE

1. **Existing Structure:**

Location
Type
Approach Roadway Width Shoulder Width
Length Width
To remain in place?

2. **Proposed Structure:**

Location
Approximate Size: Length Width

Are sidewalk/bikeways desired:

Are any utilities to be attached to structure?

Are provisions for illumination desired?

Are there any unusual or complicating conditions?

Remarks

VI. RAILROAD DATA NOT APPLICABLE

1. Are there any railroad crossings? Yes________ No________

   Name of Railroad
   Existing Crossing Protection

2. Will existing railroad crossing be altered?

   Remarks

II. ACTION PLAN REQUIREMENTS

During project development for Category 1, 2, and 3 projects, the city or county shall perform and document responsibilities as found indexed in the Oregon Action Plan, particularly Citizen Involvement and Participation; Environmental Aspects; and Public Hearing Requirements.

The OSHD Region Engineer will provide assistance, liaison and monitoring for these activities.

Responsible local office and party to be contacted for the following activities:

1.	Citizen Involvement	Bureau of Traffic Engineering Office
2.	Environmental	Bureau of Traffic Engineering Office
3.	Public Hearing	Bureau of Traffic Engineering Office

Remarks

VIII. GENERAL INFORMATION

1. Project preliminary engineering to be performed by:

   Applicant X State________ Consultant________

2. Project construction engineering to be performed by:

Applicant________ State X Consultant________

3. Will applicant perform any work prior to or after award of contract?

Yes________ No X

If "yes," describe briefly:________

4. Applicant's estimate of cost for requested project:

Roadway Work	$
Right-of-way costs (if participating)	
Traffic control	~~211,500.~~ 350,000
Illumination	
Structures	
Railroad	
Other________	
Preliminary engineering	8,500.
PROJECT TOTAL	$ ~~220,000.~~ 358,500

Remarks City's share of funding is included in the City's 1977-78 Budget. New signal project was included in CRAG TIP.

THIS APPLICATION IS AN OFFICIAL REQUEST FROM:

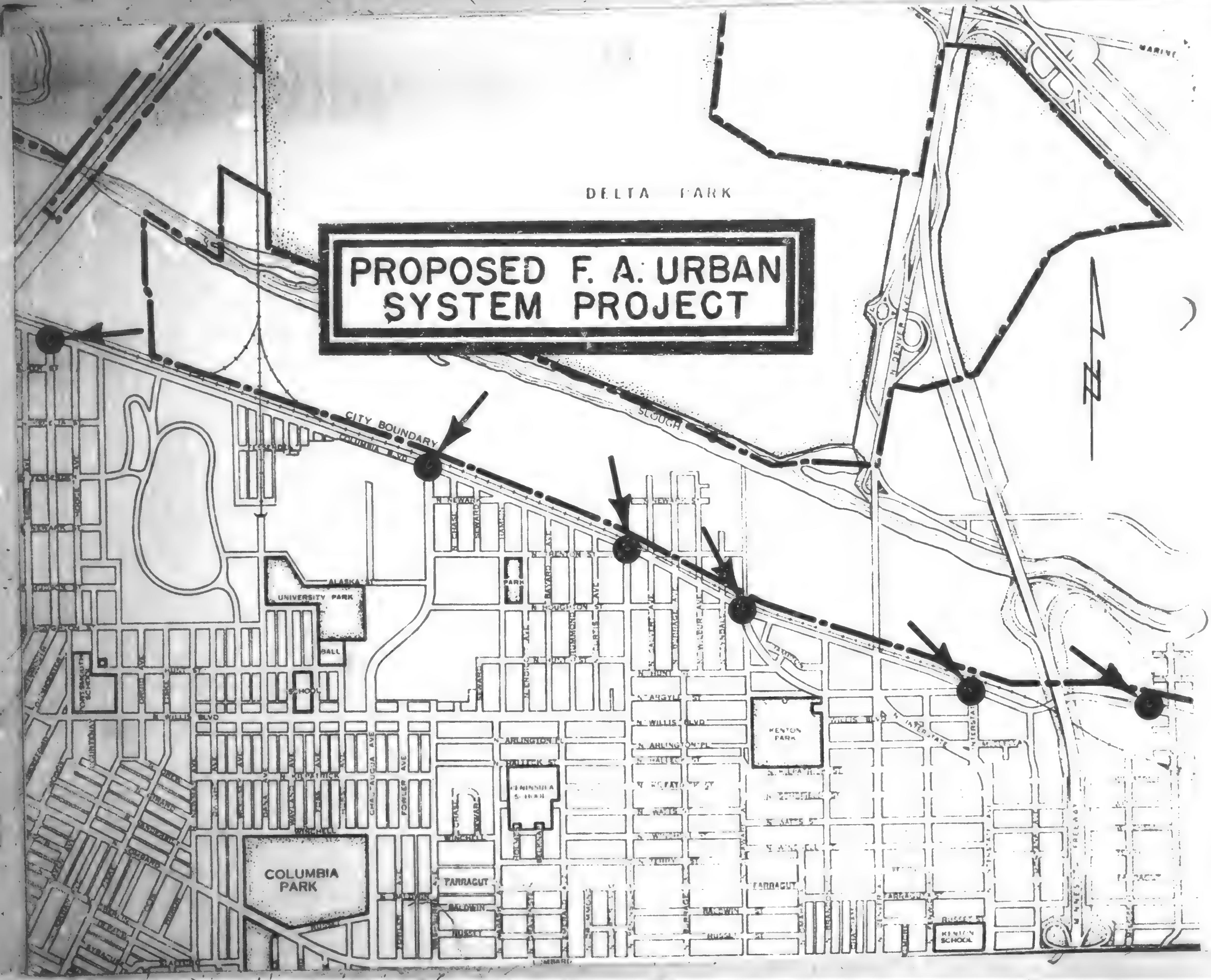
CITY OF Portland and/or ________ COUNTY

By________ By________

By________ By________

By________

(1976)



PROPOSED F. A. URBAN SYSTEM PROJECT

DELTA PARK
CITY BOUNDARY
COLUMBIA BLVD
SLOUGH
N DENVER AVE
UNIVERSITY PARK
ALASKA ST
KENTON PARK
COLUMBIA PARK
PENINSULA SCHOOL
KENTON SCHOOL
SCHOOL
PARK
BALL
N WILLIS BLVD
N ARLINGTON PL
N HOUGHTON ST
N ARGYLE ST
INTERSTATE
CHAUTAUQUA AVE
FOWLER AVE
FARRAGUT
BALDWIN
MINNES. FREEWAY
MARINE

1981 SW Cedar Hills Blvd. @ SW 9246
Butner/Barnes Rd. Sec. in Beaverton. (Traffic sig. install.)

C&A 7104 - 9/17/79

92-46

rll

OSHD (Coulter)

STATE COPY

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL ACCEPTANCE REPORT

11-8-83

REGION NO. 10	REPORT NO. 2	COUNTY Washington	DIVISION Oregon
DATE OF REPORT 11/8/83	REPORT MADE BY T. P. Lowe, Area Engineer		PROJECT NO. HES-9097(1)
COMPLETION DATE 9/22/81	ACCEPTANCE DATE BY CONTRACT AGENCY 11/15/82	TIME ELAPSED 99 %	CONTRACT TIME 200 days
APPROVED EXTENSIONS NONE	LOCATION See below		

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.

*A copy of the State's materials certificate is attached to the Division office copy of this report.

There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

SW CEDAR HILLS BLVD @ SW BUTNER/BARNES ROAD
FAU 9097 (SW CEDAR HILLS BLVD.)
Traffic Signal

This project provided for a multi-phase traffic signal with fire protection.

RECEIVED
STATE HWY ENGR
NOV 28 '83
REFER TO
Constr.
GTR
FOR

Info	Inves	R/D	D/R	Sign	Act	File
X						

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED	ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION
SIGNATURE T. P. Lowe Original Signed by T. P. LOWE	SIGNATURE G. K. Hossner Original Signed By G. K. HOSSNER Field Operations Engineer
TITLE Area Engineer DATE 11/25/83	TITLE Field Operations Engr DATE 11/25/83

FORM FHWA-1446 B (12-73) FORMERLY PR-33E

Previous Editions of PR-33E Will Not Be Used.

9246

12-2-82

B

REPORT OF ACTION UNDER DELEGATED AUTHORITY BY

ASSISTANT STATE HIGHWAY ENGINEER

On behalf of the Commission and under delegated authority, the following contracts were accepted as being completed according to specifications:

Contractor and Contract No.	Section and County	Acceptance Date
Bugge Investment Co. dba Columbia West Materials & Constructors Co. No. 9328	N.Col. Way/N. Col. Blvd./N. Portland Rd. Intchge. Ramp Multnomah County	November 8, 1982
Hi Lo Roads, Inc. No. 9439	Florence/Eugene Hwy. @ M.P. 10.3 Lane County	November 8, 1982
Sims Electric, Inc. No. 9348	Main St.-Campbell St. (Baker) Baker County	November 9, 1982
E.H. Itschner Co. No. 9461	Shaniko Rock Production Wasco County	November 9, 1982
Linnco Electric Co. No. 9394	Pac.Hwy. E.@ Hayesville Dr. NE (Salem) Marion County	November 9, 1982
Olson's Mechanical & Heavy Rigging No. 9517	Catching Slough Bridge Coos County	November 9, 1982
Gresham Paving, Inc. No. 9255	N. Main Ave.-NE Elliott Ave. & N. Main Ave.-NE Kelly Ave. (Gresham) Multnomah County	November 9, 1982
Schrader Const. Co., Inc. No. 9119	W. Intchge., Sellwood Bridge Multnomah County	November 10, 1982
Hertz Electric, Inc. No. 9246	SW Cedar Hills Blvd. @ SW Butner/Barnes Rd. Washington County	November 15, 1982
Sims Electric, Inc. No. 9393	Old Hwy. 20 @ "A" St. (Toledo) Lincoln County	November 15, 1982
Auburn Const. Co. No. 9346	McFee Cr. (Midway Rd.) Bridge Washington County	November 16, 1982
Tice Electric Co. No. 9329	Cascade Hwy. S. @ Gaffney Lane & Beavercreek Rd. @ Fred Meyer Access Clackamas County	November 18, 1982

Contractor and Contract No.	Section and County	Acceptance Date
Electric Corp. No. 9449	Pac. Hwy. E. @ Mt. Hood Ave. (Woodburn) Marion County	November 18, 1982
Douglas S. Coats, Inc. No. 9317	Jordan Cr. (Danner) Bridge Malheur County	November 22, 1982
Stukel Rock & Paving, Inc. No. 9229	N. Klamath Falls Intchge.-Jct. Green Springs Hwy. Klamath County	November 23, 1982
Wildish Corvallis Construction Co. No. 9353	Corvallis/Lebanon Hwy. @ Seven Mile Lane Linn County	November 30, 1982
Nelson-Deppe, Inc. No. 9300	Powder River Baker County	November 30, 1982
Roseburg Paving, Inc. No. 9215	Roseburg S.C.L.-Jct. Coos Bay/Roseburg Hwy. Douglas County	November 30, 1982

December 2, 1982

W. E. Schwartz, P.E.
Asst. State Highway Engineer

9246

B

November 26, 1982

United Pacific Insurance Company
P. O. Box 1768
Eugene, OR 97440

COM 5
#9246

Gentlemen or Ladies:

On November 19, 1982, we wrote to you concerning release of final payment on Contract No. 9246 awarded to Hertz Electric, Inc. for traffic signals on S.W. Cedar Hills Boulevard at S.W. Butner/Barnes Road (Beaverton) in Washington County.

Final payment on this contract is $1,000 and the total contract amount is $57,766.75. No work was performed under force account.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

js
cc: Hertz Electric, Inc.
P. O. Box 577
Albany, OR 97321

United Pacific Insurance Co.
Bond Department
33405 8th Ave. So. C-3000
Federal Way, WA 98003

bc: C. T. Keasey
Walt Hart
E. L. Hardt

9246 L.

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

S.W. Cedar Hills Blvd.
S.W. Butner / Barnes

March 27, 1982

SECTION PREFIX 234-1049

HIGHWAY S.W. Cedar Hills Blvd.

COUNTY Washington

NAME OF JOB S.W. Butner / Barnes

KIND OF WORK Traffic Signal Installation

CONTRACTOR Hertz Electric

CONTRACT NUMBER 9246

FEDERAL AID PROJECT NUMBER HES-1049

DATE OF CONTRACT Feb 25, 1981

DATE WORK STARTED 7-9-81

ESTIMATED COMPLETION DATE

AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0

SPECIFIED WORK DAYS

SPECIFIED CALENDAR DAYS 200

SPECIFIED COMPLETION DATE

WORK DAYS USED

CALENDAR DAYS USED 197

PERCENT OF TIME ELAPSED 98.5

PROJECT AUTHORIZATION: $69,829.49

EXCLUSIVE OF ENGINEERING: $63,730.84

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $63,813.75

ESTIMATED PERCENT OVERRUN ~~XXUNDERRUN~~ 0.13%

ENGINEERING AUTHORIZATION $6,098.65

ENGINEERING COST TO DATE $7,700.00

PERCENT OF AUTHORIZATION 126.26%

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 95

DATE PROJECT WAS COMPLETED: Sept 22, 1981

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.	Signals	
						100	

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	No Time Charged			
MONDAY				
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

RECEIVED
MAR 30 1982
CONSTRUCTION BRANCH

K ASHE
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GENERAL DESCRIPTION OF AC TIES FOR THE WEEK

SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Semi-Final was sent in on March 24, 1982. This will be last weely report for this project.

Construction
Region
FHWA
File

SIGNED LOCATION Sylvan

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED. SUBMIT 3 COPIES.

SP 5219

9246 CL-82-34

2.

1859

VICTOR ATIYEH
GOVERNOR

Department of Transportation
TRANSPORTATION BUILDING, SALEM, OREGON 97310

RECEIVED
MAR 15 1982
NORMA PAULUS
SECRETARY OF STATE

March 11, 1982

IN REPLY REFER TO
FILE NO.:
CON 5
#9246

Salter, McKeehen, Gudger & Rabine
Attorneys at Law
59 East 11th Avenue, Suite A
Eugene, OR 97401

Attention: Monte C. McKeehen

FILED
MAR 15 1982
NORMA PAULUS
SECRETARY OF STATE

Gentlemen:

This will acknowledge your letter of March 3, 1982, with attached claim and invoice for labor and materials from Signals & Control Systems, Inc., in the amount of $3,450 provided to Linnco Electric Co., subcontractor, on Contract No. 9246 with Hertz Electric, Inc., prime contractor.

We received in today's mail a copy of a letter from you dated March 9, 1982, to Mrs. Norma Paulus withdrawing this claim.

We had not yet filed the above claim with the Secretary of State so this withdrawal clears all our records.

Sincerely,

ORIGINAL SIGNED
ROBERT W. GORMSEN

Robert W. Gormsen
COMMISSION SERVICES

dmc
cc: Hertz Electric, Inc.
P. O. Box 577
Albany, OR 97321

bc: Secretary of State ✓

RECEIVED
MAR 16 1982
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

NOTED ON CARD
4-1-82 dmc

WITHDRAWAL OF CLAIM ON PERFORMANCE BOND

TO: OREGON DEPARTMENT OF TRANSPORTATION
by and through the Oregon State
Highway Division:

NOTICE IS HEREBY GIVEN that the undersigned, Signals & Control Systems, Inc., a Washington corporation, hereby withdraws and affirms as satisfied that certain Claim on Performance Bond dated January 28, 1982, which was previously filed as to Oregon State Highway job contractor No. 9246.

Said claim was filed erroneously due to an inadvertent transposition of numbers in the highway job contract number.

The undersigned hereby directs the Oregon Department of Transportation, by and through the Oregon State Highway Division to mark its records in such a fashion to show that said Claim on Performance Bond is withdrawn in its entirety.

A copy of the Claim on Performance Bond previously filed and which is the subject of this withdrawal is attached hereto, marked Exhibit "A" and incorporated herein as though fully set forth.

This notice is being filed with the Secretary of State's office or the Clerk or Auditor of the Oregon Department of Transportation with copies being forwarded to Hertz Electric, Inc. and Linnco Electric Company.

DATED this 9th day of March, 1982.

SIGNALS & CONTROL SYSTEMS, INC.

By s/ Monte C. Mc Keehen
Monte C. McKeehen
Special Power of Attorney for
David E. Naf, President

RECEIVED
MAR 11 1982
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

CLAIM ON PERFORMANCE BOND

TO: OREGON DEPARTMENT OF TRANSPORTATION, by and through the
Oregon State Highway Division:

NOTICE IS HEREBY GIVEN that the undersigned, SIGNALS & CONTROL SYSTEMS, INC., a Washington corporation, has a claim for certain traffic signal equipment and related labor involved in the installation thereof. The person by whom said equipment was furnished was Signals & Control Systems, Inc., by and through its officers and employees, and the person performing said labor to assist in the installation was Signals & Control Systems, Inc., by and through its officers and employees, Gordon O. Dale and/or David Edwin Naf; said claim is in the sum of $3,450.00 against the bond taken from Hertz Electric, Inc., P.O. Box 577, Albany, Oregon 97321 and the surety thereon being United Pacific Insurance Co., bearing bond date of 3/16/81, for the furnishing of the equipments mentioned above and related labor to assist in the installation on the Pacific Boulevard - Santiam Highway project in reference to Oregon State Highway job contract No. 9246. Said equipment and labor was provided by claimant to Linnco Electric Co., P.O. Box 925, Albany, Oregon 97321, who was a subcontractor of Hertz Electric, Inc.

A further description of the materials supplied is attached hereto, marked Exhibit A, and incorporated herein.

This notice is being filed with the Secretary of State's office or the Clerk or Auditor of the Oregon Department of Transportation, by and through the Oregon State Highway Division, according to and in conformance with ORS 279.528.

DATED this 28th day of January, 1982.

SIGNALS & CONTROL SYSTEMS, INC.

By ______________________
David E. Naf, President

RECEIVED
MAR 11 1982
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

Exhibit A

INVOICE

Signals & Control Systems, Inc.
4580 150 AVE. N.E. • REDMOND, WASHINGTON 98052
(206) 885-7443

SOLD TO LIBECO ELECTRIC
(PURCHASER)
PO BOX 925
ALBANY OR 97321

SHIPPED TO O.S.T.L.
2445 LIBERTY ROAD
SALEM OR 97310

TES:

ICE DATE	DATE SHIPPED	SHIPPED VIA	YOUR ORDER NO	FOB	TERMS	INVOICE NO
-6-81	10-5-81	DELTA	58124-2	SALEM	NET 30	0604-3

QUANTITY	DESCRIPTION	PRICE	AMOUNT
[illegible]	170 CONTROLLERS IN 332 CABINETS		
12	BACKPLATES		
12	PEDESTRIAN SIGNAL HEADS WITH MOUNTS		
[illegible]	PEDESTRIAN PUSHBUTTONS & SIGNS		
[illegible]	ONE WAY SIDE OF POLE VEHICLE MOUNT		
[illegible]	SPANWIRE HANGERS		
[illegible]	STANDARD PLUMBIZERS		
[illegible]	ELEVATOR PLUMBIZERS		
[illegible]	[illegible] BACKPLATES		
	LUMP SUM		13,918.00

Paid
12-30-81
#76746
$15,468.00

RECEIVED
NOV 21
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

TERMS AND CONDITIONS ON REVERSE SIDE

ACCOUNTING THANK YOU

Law Offices
SALTER, McKEEHEN, GUDGER & RABINE
a professional corporation
59 East 11th Avenue, Suite A
Eugene, Oregon 97401

Charles M. Gudger III
Monte C. McKeehen
Robert A. Rabine*
James R. B. Salter*
Carleton H.A. Taber**
Kevin Patrick Dolan*
Lewis Lynn Ellsworth**
J. B. Ransom*
Robert Owen Middleton*

*Member Washington Bar only
**Member Washington and California Bars
All others Oregon Bar only

Eugene Office:
Telex 152556 SEATAC
Telephone (503) 686-2244

Seattle Office:
3300 Westin Building
Seattle, Washington 98121
(206) 624-3216

Please reply to Eugene office

March 3, 1982

State of Oregon
Department of Transportation
Transportation Building
Salem, OR 97310

Re: Claims on Performance Bonds
Claimant: Signals & Control Systems, Inc.
General Contractors: Hertz Electric, Inc.
Linnco Electric Co.
Contract Nos.: [redacted]9258,9259

Gentlemen:

Enclosed for filing is a certified true copy of Claims on Performance Bonds in the above-entitled matters.

Very truly yours,

SALTER, McKEEHEN, GUDGER & RABINE

Monte C. McKeehen

MCm/lm

encl.

RECEIVED
MAR 4 1982
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

CLAIM ON PERFORMANCE BOND

TO: OREGON DEPARTMENT OF TRANSPORTATION, by and through the Oregon State Highway Division:

NOTICE IS HEREBY GIVEN that the undersigned, SIGNALS & CONTROL SYSTEMS, INC., a Washington corporation, has a claim for certain traffic signal equipment and related labor involved in the installation thereof. The person by whom said equipment was furnished was Signals & Control Systems, Inc., by and through its officers and employees, and the person performing said labor to assist in the installation was Signals & Control Systems, Inc., by and through its officers and employees, Gordon O. Dale and/or David Edwin Naf; said claim is in the sum of $3,450.00 against the bond taken from Hertz Electric, Inc., P.O. Box 577, Albany, Oregon 97321 and the surety thereon being United Pacific Insurance Co., bearing bond date of 3/16/81, for the furnishing of the equipments mentioned above and related labor to assist in the installation on the Pacific Boulevard - Santiam Highway project in reference to Oregon State Highway job contract No. [redacted]. Said equipment and labor was provided by claimant to Linnco Electric Co., P.O. Box 925, Albany, Oregon 97321, who was a subcontractor of Hertz Electric, Inc.

A further description of the materials supplied is attached hereto, marked Exhibit A, and incorporated herein.

This notice is being filed with the Secretary of State's office or the Clerk or Auditor of the Oregon Department of Transportation, by and through the Oregon State Highway Division, according to and in conformance with ORS 279.528.

DATED this 28th day of January, 1982.

SIGNALS & CONTROL SYSTEMS, INC.

By ______________________
David E. Naf, President

CERTIFIED TO BE
A True Copy

Attn. For ______________________

RECEIVED
MAR 4 1982
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

INVOICE

Signals & Control Systems, Inc.
4580 150 AVE. N.E. • REDMOND, WASHINGTON 98052
(206) 885-7443

EXHIBIT A

SOLD TO (PURCHASER):
LINNCO ELECTRIC
PO BOX 925
ALBANY OR 97321

SHIPPED TO:
O.S.T.L.
2445 LIBERTY ROAD
SALEM OR 97310

NOTES:

INVOICE DATE	DATE SHIPPED	SHIPPED VIA	YOUR ORDER NO	FOB	TERMS	INVOICE NO
[illegible]-6-81	10-5-81	[illegible]	58124-2	SALEM	NET 30	0664-3

QUANTITY	DESCRIPTION	PRICE	AMOUNT
[illegible]	170 CONTROLLERS IN 332 CABINETS		
12	BACKPLATES		
112	PEDESTRIAN SIGNAL HEADS WITH MOUNTS		
[illegible]	PEDESTRIAN PUSHBUTTONS & SIGNS		
[illegible]	ONE WAY SIDE OF POLE VEHICLE MOUNT		
[illegible]	SPANWIRE HANGERS		
[illegible]	STANDARD PLUMBIZERS		
[illegible]	ELEVATOR PLUMBIZERS		
15	[illegible] BACKPLATES		
	LUMP SUM		18,918.00

Paid
12-30-81
16746
$15,468.00

RECEIVED
MAR 1982
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

TERMS AND CONDITIONS ON REVERSE SIDE

ACCOUNTING THANK YOU

9246 L.

HERTZ ELECTRIC, INC.
P. O. Box 577
Albany, Oregon 97321 Ph. 926-1514

March 5, 1982

Salter, McKeehen, Gudger & Rabine
Mr. Monte C. McKeehen
59 East 11th Avenue, Suite A
Eugene, Oregon 97401

Re: Claims on Performance Bonds

Dear Mr. McKeehen:

We are in receipt of your Claim on Performance Bond for the Oregon State Highway Division, Department of Transportation , Project number 9246.

We have enclosed copies of our original Purchase Order to Signals and Control Systems, Inc., and our cancelled check dated October 22, 1981, which reflects Payment in Full.

I am requesting that a retraction of this Claim be initiated immediately and ALL parties involved be issued a Letter of Apology by return mail, namely, Hertz Electric, Inc., the Oregon Department of Transportation, and United Pacific Insurance Company.

I feel that this matter was handled very unprofessionally by your firm, a simple telephone call to the parties involved would have saved a great deal of time and embarassment.

Your response by return mail is anticipated.

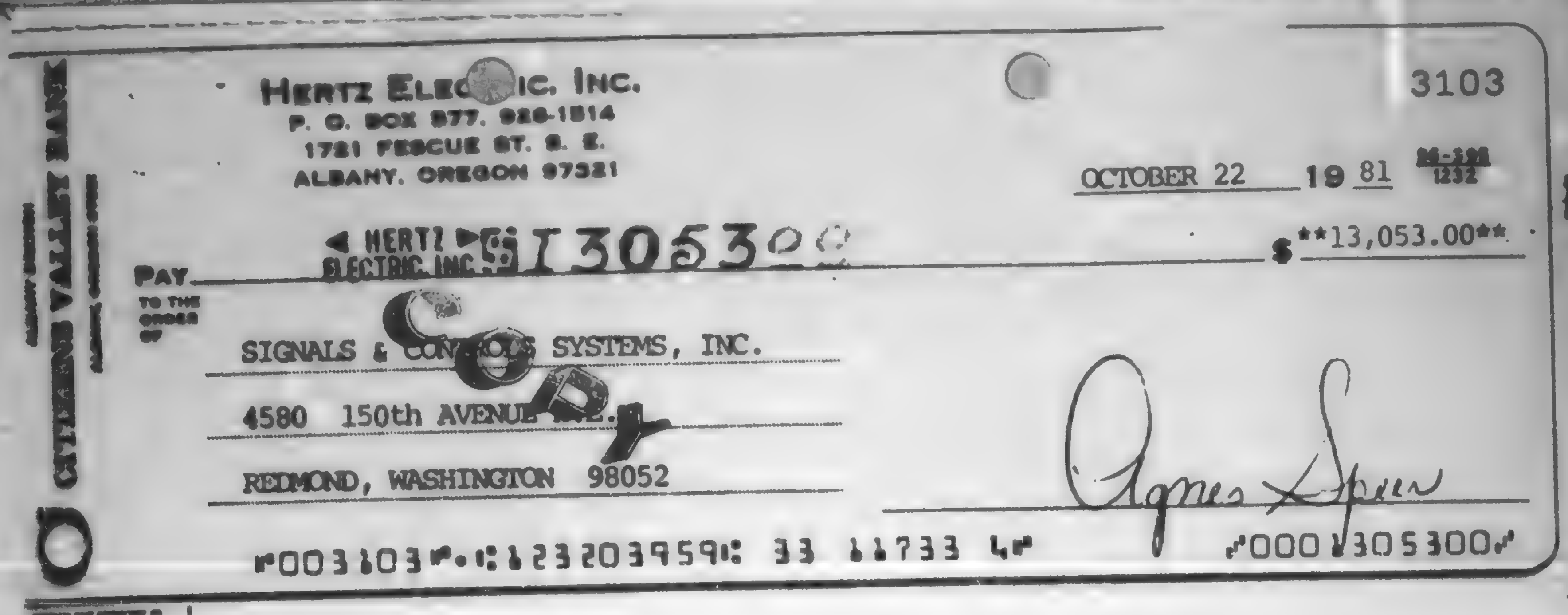
Yours truly,
HERTZ ELECTRIC, INC.
Lyle Speer
Lyle Speer
President

LS:as
encl.

cc: L. Buck, United Pacific Ins.
B. Shepard, Ward Ins.
B. Corburn, Linnco Elec.
D. Naf, Signals & Control Systems
OSHD, Salem
OSHD, J. Cochell

RECEIVED
MAR 8 1982
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

[illegible]



CITIZENS VALLEY BANK

HERTZ ELECTRIC, INC.
P. O. BOX 577, 926-1514
1721 FESCUE ST. S. E.
ALBANY, OREGON 97321

3103

OCTOBER 22 19 81 96-198/1232

PAY ◄ HERTZ ► ELECTRIC, INC. $13053.00

$ **13,053.00**

TO THE ORDER OF

SIGNALS & CONTROLS SYSTEMS, INC.
4580 150th AVENUE [illegible]
REDMOND, WASHINGTON 98052

COPY

Agnes Speer

⑈003103⑈ ⑆123203959⑆ 33 11733 4⑈ ⑉0001305300⑉

RECEIVED
MAR 8 1982
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

HERTZ ELECTRIC IN[illegible]
P. O. Box 577
ALBANY, OREGON 97321

(503) 926-1514

PURCHASE ORDER

Show this Purchase Order Number on all correspondence, invoices, shipping papers and packages. [illegible]-5

TO
Signals & Control Systems, Inc.
[illegible] 150th Ave. NE
Redmond, WA 98052

DATE OF ORDER: 2-9-81
REQ. NO.:
SHIP TO:
Hertz Electric, Inc.
[illegible] Fescue St. SE
Albany, OR 97321

WHEN SHIP	SHIP VIA	F.O.B. POINT	INVOICE NO.
[illegible]	[illegible]	[illegible]	

	ORDERED	RECEIVED	STOCK NUMBER/DESCRIPTION	PRICE	UNIT	EXTENSION	DISC.	NET
1	[illegible]		12-12-12 Vehicle Signals w/[illegible]					
2	[illegible]		Interior Illuminated Signs					
3	[illegible]		Pedestrain Pushbuttons & Signs					
4	[illegible]		Pedestrain Signals W/ [illegible]					
5	[illegible]		170 Controller & Cabinet					
6			including program					
7	[illegible]		Hardware for [illegible] Signals					
8								
9			[illegible]					
10			[illegible]					
11								
12								
13								
14								
15								
16								
17								
18								
19								
20								

CONFIRMATION ONLY

PAID
DATE 10-22-81
CHECK # 3103

RECEIVED
MAR 8 1982
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

1. Please send ________ copies of your invoice.
2. Order is to be entered in accordance with prices, delivery and specifications shown above.
3. Notify us immediately if you are unable to ship as specified.

Authorized by

9246

STATE COPY

• TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NUMBER 3-80	S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	ate OREGON
PROJECT REPORT NUMBER	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County WASHINGTON
MODIFICATION NUMBER	3/10/81	Project Number HES-9097(1)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on December 3, 19 78 is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 6,000.00	$ 74,960.00
Federal funds	$ 5,400.00	$ 67,464.00
Other revisions		

This modification is made for the following reasons: to include construction.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 10th day of March, 19 81.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Asst. State Hwy. Engineer
(Title)

For: H.S. Coulter
By

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)
For: E.J. Valach (actg.)

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

file

Oregon State Highway Division
Salem, Oregon, March 3, 1981

Federal Aid Project
No. HES-9097(1)

S.W. Cedar Hills Blvd. at S.W. Butner/Barnes Rd.
S.W. Cedar Hills Boulevard
Washington County

P. S. & E. Estimate.

Type Code P.E.

Preliminary Engineering	All Required		$ 8,050.00

Type Code Y031
Signals (Sta. "UX" 94+78)

Temporary Protection and Direction of Traffic	All Required		$ 1,000.00
Temporary Signs	235 Sq.Ft.	$ 1.50	352.50
Temporary Barricades	3 Each	80.00	240.00
Flagmen	60 Hour	22.00	1,320.00
Furnishing and Placing Topsoil	105 Cu.Yd.	18.31	1,922.55
Concrete Curbs	165 Lin.Ft.	13.16	2,171.40
Sidewalk Ramps	4 Each	195.00	780.00
Traffic Signal Installation, Complete	All Required		46,700.00
Fire Pre-emption System, Complete	All Required		2,300.00
			$56,786.45

Anticipated Items

Permanent Pavement Striping	All Required	$ 1,300.00
State Furnished Software Program	All Required	350.00
		$ 1,650.00

Subtotal	$58,436.45
Engineering	6,423.55
Engineering (Signal Controller Testing)	2,050.00
Total	$66,910.00

Length of Project .... 0.00 mi.

Oregon State Highway Division
Salem, Oregon, March 3, 1981

Federal Aid Project
No. HES-9097(1)

Work Retained in Program Status
(Not included in amounts below)

Roadside Seeding and Mulching	All Required	$ 500.00

SUMMARY OF FUNDS (90%)

Description	Total Cost	Federal Funds	County Funds
Preliminary Engineering	$ 8,050	$ 7,245	$ 805
Signals	66,910	60,219	6,691
TOTAL	$74,960	$67,464	$7,496

Group 1 100%
Contract No. 9246
Prefix: 234-1905
Prefix: 234-1049

STATE COPY

OMB No. 04-R2089 2

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO. 12-62	U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION **FEDERAL-AID PROJECT AGREEMENT** 12-3-78	State Oregon County Washington Project No. HES 9097(1)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Co. Rd., 0.15 mi. S. of US 26

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING	7-10-79	0.0
RIGHTS-OF-WAY		
CONSTRUCTION		

OTHER *(Specify)*

Pro Rata 90.0%

FUNDS

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 6,000.00	$ 5,400.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By
Operation Programming Engineer
(Title)

XXX For: H. S. Coulter

By
State Highway Engineer
(Title)

By
(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
For: G. L. Green
(Division Administrator)

Date executed by Division Administrator 12-3-78

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway. agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Gen. File

Oregon State Highway Division
Salem, Oregon November 15, 1979

Federal Aid Project
No. HES-9097(1)

S. W. Cedar Hills Blvd. @ S. W. Butner & Barnes Rd. Section
County Road in Washington County

Project Agreement Estimate

Type Code PE Preliminary Engineering			
Preliminary Engineering	All Required		$ 6,000.00
		Total	$ 6,000.00

Length of Project. . . . . 0.0 miles

SUMMARY OF FUNDS

Description		Total Cost	Federal Funds	County Funds
Preliminary Engineering		$ 6,000.00	$ 5,400.00	$ 600.00
Retain in Program Status				
Contract Work		60,000.00	54,000.00	6,000.00
	Total	$66,000.00	$59,400.00	$6,600.00

Group 1 - 100%
Prefix 234-1905

9246

L.

CONTRACT NO.
9246

2-25-81

PROJECT AUTHORIZATION AND RECORD OF WORK ORDERS
OREGON DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

SECTION SW Cedar Hills Blvd. @ SW Butner/Barnes Rd.		HIGHWAY FAU 9097 (SW Cedar Hills Blvd.)	F.A. PROJECT NUMBER HES-9097(1)
COUNTY Washington	JOB PREFIX 234-1049	KIND OF WORK Traffic Signal Installation	PRIMARY ~~SECONDARY~~ ~~N/A~~
CONTRACTOR Hertz Electric, Inc.		AWARD DATE FEB 25 '81	WORK DAY COUNT BEGINS
RESIDENT ENGINEER Jim Cochell	LOCAL GOVT. OR CONSULTANT ENGINEER	REGION ENGINEER E. L. Hardt	

SPECIFIED COMP. DATE 200 CD	TIME EXTENSION	APPROVAL DATE	FIRST NOTIFICATION	COMMISSION ACCEPT. DATE
			SECOND NOTIFICATION	STORED IN BOX NUMBER
			THIRD NOTIFICATION	LOCATION

CONSTRUCTION AUTHORIZATION

CONTRACT AMOUNT		$ 56,786.45
ADDITIONAL ANTICIPATED ITEMS	AMOUNT	
Permanent Pavement Striping	1,300.00	
St Furn Software Program	350.00	
* Roadside Seeding & Mulching	500.00	
Signal Controller Test (Eng)	2,050.00	
* Not Approved by FHWA		
TOTAL ADDITIONAL ANTICIPATED ITEMS		4,200.00

SECURITIES OR BONDS DEPOSITED IN LIEU OF RETAINAGE

DATE	AMOUNT	DATE	AMOUNT

APPROVED REDUCTIONS IN RETAINAGE

DATE	AMOUNT	DATE	AMOUNT

SUBTOTAL	$ 60,986.45
CONTINGENCIES 4½%)	$ 2,744.39
CONSTRUCTING ENGR. 10%)	$ 6,098.65
SUBTOTAL	$ 69,829.49
CREDIT:	( )
ORIGINAL CONSTRUCTION AUTHORIZATION TOTAL	$ 69,829.49
AUTHORIZATION INCREASE APPROVED BY COMMISSION	
REVISED CONSTRUCTION AUTHORIZATION TOTAL	$

RECORD OF WORK ORDERS ON REVERSE SIDE

9246

4,

February 3, 1981

ACC

Washington County Board
of Commissioners
Courthouse
Hillsboro, Oregon 97123

Attn: Larry Rice
Director of Public Works

Gentlemen:

On January 29, 1981 the Highway Division received a satisfactory bid from Hertz Electric, P.O. Box 677, Albany, Oregon 97321 for S.W. Cedar Hills Blvd. at S.W. Butner/Barnes Road Section, FAU 9097. We anticipate the construction cost to be:

Contractor's Bid		$56,786.45
Anticipated Additional Items:		
Permanent Pavement Striping	$1,300	
State Furnished Software Program	350	
Roadside Seeding & Mulching	500	
Signal Controller Testing (Engineering)	2,050	$ 4,200.00
		$60,986.45
4 1/2% Contingencies		2,744.39
10% Engineering		6,098.65
ESTIMATED TOTAL COST		$69,829.49

County's Advance Deposit:
10% of $69,829.49 = $6,982.95 or say $7,000.00

We will award the contract when we receive your advance deposit, which should arrive no later than February 20, 1981.

The attached sheet describes the three options for making your advance deposit. Please select the option you desire and submit your advance deposit according to the instructions.

Very truly yours,

D. E. Swan
Operation Programming Engineer

DEN:pf
Attachment
bcc w/AD # 854: Jon Rose, Region M Federal Aid Engineer
Vern Skoog - Please return completed AD # 854
when advance deposit is received.

Rec'd
2-25-81
$7000
per
Jon Peterson

KE-11

9246

Section S.W. Cedar Hills Blvd. at S.W. Butner/Barnes Rd Programming Estimate $ 95000
Highway FAU 9097 (S.W. Cedar Hills B'vd.) Project Length –
County Washington Completion Time 200 CD
Kind of Work Traffic Signal Installation Est. Comp. Date Sep. 17, '81
Prefix 234 - 1905 Letting Date Jan. 29, '81 Project No. HES-9097(1)

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount		$ 78,771 00
Anticipated Additional Items:		
Royalty Payment		
Permit Fees		
Slide Correction		
Railroad Protective Costs		
Other Railroad Costs		
Permanent Signing		
Permanent Pavement Striping	1,300	
Temporary Pavement Striping		
Remove Pavement Striping (Exist. & Temp.)		
Temporary Erosion Control		
State Furnished Software Program	350	
Roadside Seeding & Mulching	500	$ 4,200 00
Asphalt Cement Adjustment		
On the Job Trainees		
State Responsibility for Damages		
Signal Controller Testing (Engineering)	2,050	
Bikeway Signs		
Furnish Mailbox Posts		
Adjust Utilities:		
Subtotal		$ 82,971 00
Contingencies (4-1/2%)		3,733 70
Engineering (8, 9, [✓ 10%])		8,297 10
~~Subtotal~~		$
Credit for		
Estimated Net Authorization, Construction		$ 95,001 80

APPROVED

NOTED
D. O. Christensen

Road Design Engineer

Rev. 5/79

OREGON STATE HIGHWAY DIVISION

~~SU ARY--BID-SCHEDUL~~--COST ESTIMAT

Sheet 1 of 1

Date Dec. 11, '80

ection S.W. Cedar Hills Blvd. at S.W. Butner/Barnes Rd.

County Washington

Kind Of Work Traffic Signal Installation

Length -

Name Bricher

No	Item	Code	Unit	Quant.	Unit Cost	Total
	Temporary Protection and Direction of Traffic		All	All	-	1,902-
	Temporary Signs		Sq. Ft.	235	6-	1,410-
	Temporary Barricades		Each	3	125-	375-
	Flagmen		Hour	60	23^{50}	1,410-
	ROADWORK					
	Furnishing and Placing Topsoil		Cu. Yd.	105	15-	1,575-
	Concrete Curbs		Lin. Ft.	165	6-	990-
	Sidewalk Ramps		Each	4	600-	2,400-
	TRAFFIC SIGNALS					
	Traffic Signal Installation, Complete		All	All	-	65,568
	Fire Pre-emption System, Complete		All	All	-	3,141-

9246

Ward

ENVIRONMENTAL REVIEW CHECKLIST

ALL CLEAR/12/30/80

Donald L. Ward

~~Dec. 18, 1980~~ Jan 29, '81 Bid Letting ____________ All Clear Deadline

SECTION SW Cedar Hills @ SW Butner & Barnes Rds.

Highway ____________

County Washington ____________ Region I

Type of Work Signals ____________ Funds HES

State ___ Consultant ___ Plans Avail. ___ Yes ___ No

	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR	
DOCUMENTS:						Non-major FHPM 7-7-2 para 10e
EIS	☒	☐	☐	☐	☐	
Negative Declaration	☒	☐	☐	☐	☐	
Project Assessment	☒	☐	☐	☐	☐	
Write-off Letter	☒	☐	☐	☐	☐	
PERMITS:						
Division of State Lands	☒	☐	☐	☐	☐	
D.O.G.M.I.	☒	☐	☐	☐	☐	
Corps of Engineers	☒	☐	☐	☐	☐	
Coast Guard	☒	☐	☐	☐	☐	
Co. Conditional Use	☒	☐	☐	☐	☐	
NPS Air Pollution	☒	☐	☐	☐	☐	
NPS Water Pollution	☒	☐	☐	☐	☐	
	☐	☐	☐	☐	☐	
	☐	☐	☐	☐	☐	
CULTURAL:						
Cultural Survey	☒	☐	☐	☐	☐	
Cultural Salvage	☒	☐	☐	☐	☐	
NOISE:						
Noise Study	☒	☐	☐	☐	☐	

Tra 7-6

September 17, 1979

Washington County Board of Commissioners
Washington County Courthouse
Hillsboro, OR 97123

Attention: Barbara Cameron
Clerk of the Board

MISC. CONTRACTS and
AGREEMENTS No. 7104

Gentlemen:

Attached for your files is a fully executed copy of an agreement for installation of traffic signals on Cedar Hills Boulevard (FAU 9097) at Butner and Barnes Roads.

Also attached is a fully executed copy of an agreement for the installation of traffic signals on the Tualatin Valley Highway at 219th Avenue.

We have retained a fully executed copy of each agreement for the Transportation Commission's files.

Sincerely,

C. W. Head
COMMISSION SERVICES

kkr
Attachments
bc: Don Harwell (agreements attached)

9246

4

WASHINGTON COUNTY
ADMINISTRATION BUILDING — 150 N. FIRST AVENUE
HILLSBORO, OREGON 97123

BOARD OF COMMISSIONERS
MILLER M. DURIS, Chairman
JIM FISHER, Vice Chairman
VIRGINIA DAGG

DEPT. OF PUBLIC WORKS
JOHN F. CROCKETT, Director
ROOM 201
(503) 648-8886

August ~~21~~ 22, 1979

~~Jon Rose~~
~~Federal Aid Engineer~~
~~Oregon Department of Transportation~~
~~5821 N.E. Glisan~~
~~Portland, Oregon 97213~~

Re: Traffic Signals - [redacted]
- S.W. 219th Avenue @
T.V. Highway

Dear Jon:

Enclosed are the signed agreements for the subject projects. Our Board of Commissioners approved these by Minute Order No. 79-442 & Minute Order No. 79-443 dated August 7, 1979. Please return one signed copy.

Sincerely yours,

Michael A. Borresen

Michael A. Borresen
Project Development Engineer

PROJECT MANAGEMENT BRANCH
ASHE ☐ STE ☐
PLE ☐ RE ☐ PRE ☐ O
[illegible]
ROUTED TO ____________
FILE: PM FA LG.
[illegible] PSM PDE TOE SA
ODOT - [illegible]
AUG [illegible] 1979
AM PPS
FILE T/A

From Metro JON ROSE	Date 8/22/79
To [redacted]	
[✓ Program Mgmt.] Traffic Region 1	

Comments: Washington County has signed and returned 3 copies of the subject agreement. This has the approval of the Metro Administrator and is returned for your processing

Jon Rose

WASHINGTON COUNTY

Inter-Department Correspondence

Date August 1, 1979
For Meeting of: August 7, 197

To : Honorable Board of County Commissioners

From : Director of Public Works

Subject : Traffic Signal Installation at Cedar Hills Blvd.-Butner Barnes Intersection

This particular intersection, which is just south of the Sunset Highway on Cedar Hills Blvd., was high enough in the priority rating system to make this project eligible for Title II Safety funds. This project was also high on the Traffic Safety and Roadway Management Analysis. The local match for this fund was authorized in the adopted systems development charge program for this year.

The State has presented us with an agreement to cover this particular project. The County Counsel has reviewed this agreement and approved it as to form.

RECOMMENDATION: Your Board authorize the chairman to execute the prepared agreement so that this traffic signal installation project might proceed.

Respectfully submitted,

John F. Crockett

JFC:ja

APPROVED WASHINGTON COUNTY
BOARD OF COMMISSIONERS
MINUTE ORDER # 79-442
DATE 8-7-79
BY BARBARA CAMERON
CLERK OF THE BOARD

9246

7-13-79

U.S. DEPARTMENT OF TRANSPORTATION EDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDER ID PROJECT NO. HES-9097(1)

STATE PROJECT NO. See below

COUNTY NAME Washington

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO. 90262

TO:

Mr. H. S. Coulter
State Highway Engineer, ODOT
Salem, Oregon

RECEIVED
STATE HWY ENGR
JUL 16 '79
REFER TO
FOR

DATE PS & E APPROVED

DATE AUTHORIZATION EFFECTIVE 7-10-79

FEDERAL ROUTE NUMBER FAU 9097

STATE ROUTE NUMBER County Road

GENERAL LOCATION:

S.W. Cedar Hills Blvd. at S.W. Butner and Barnes Roads Section

GENERAL DESCRIPTION OF WORK:

Preliminary Engineering

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☒ PREPARATION including utility preparatory work
☐ OTHER (Specify)

☐ ACQUISITION OF RIGHT-OF-WAY
CONTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's letter of June 28, 1979, I concur that the subject project is a non-major action as set forth in FHPM 7-7-2 paragraph 10e.

You are now authorized to proceed with the work shown above at a TEC of $6,000 with Federal participation limited to $5,400.

DATE 7-13-79

SIGNATURE OF APPROVING OFFICIAL G. K. Hossner

TITLE for Division Administration

FORM PR-1240 (REV. 8-70)
EXISTING STOCKS OF FORM PR 1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

June 28, 1979

TO: G. L. Green, Division Administrator
Federal Highway Administration

FROM: D. E. Swan
Operation Programming Engineer

SUBJECT: Project Data Submission
Item No. 90262
Project No. HES-9097(1)
S.W. Cedar Hills Blvd, @ SW Butner & Barnes Rds. Sec.
Washington County

Attached data consists of PR-1 forms with project maps, project investigation report, collision diagrams, other traffic data, pictures and sketch maps.

I request authorization to proceed with all phases of preliminary engineering including utility preparatory work necessary to obtain PS&E approval at an estimated total cost of $6,000 with an obligation of $5,400 in Federal funds.

DRH:fkc
Attachments

cc: L.E. George
E.L. Hardt, Region 1
R.N. Bothman, Metro
Max Klotz, Metro
Jon Rose, Metro

9246 Form (Rev 9-71) (-to Acc [illegible]) 2

OREGON STATE HIGHWAY DIVISION

AUTHORITY FOR SURVEY

Section Butner & Barnes Road Signal
Highway Cedar Hills Boulevard, FAU-9097
County Washington

Date January 23, 1979
Authorization No. 1
Survey Prefix 234-1905 (Assigned by Salem office)

Description of termini, route, length, etc.:

On Cedar Hills Boulevard at the intersection with Barnes Road and Butner Road

Proposed:

Install 5 phase, fully actuated traffic signal

Purpose of survey:

Perform field survey and signal design, prepare plan sheets for federal approval and prepare for contract bids

[illegible] by Traffic Engr 5-19-79

HES 9097(1)
7-10-79

Cat. 3 NM, Title II, Section 209

Estimate of Cost

Field Survey	(901)	3500
Citizen Participation	(902)	
City or County	(903)	
Consultant	(904)	
Final Design	(905)	1000
Bridge Design	(906)	
Preliminary Design	(907)	
R/W Descriptions	(909)	
Soils & Geology	(910)	
Traffic	(911)	3000
Landscape	(912)	
Liaison	(913)	
Utility	(914)	100
Photogrammetry	(916)	
Location Studies	(918)	
Engr. Graphics	(919)	
Office Engineer	(920)	200
Specifications	(921)	800
Environmental	(923)	200
Foundation Exploration	(926)	
Seminars	(950)	
Hearings	(980)	
Equal Opportunity	(985)	
Advisory Committees	(986)	
	(922)	200

Total estimated cost of survey	$9,000
Previous authorization	0
Additional authorization requested	
Additional authorization approved (Salem)	
Total all authorizations approved (Salem)	

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

Requests made by:
R. T. Ewen, Metro Location Engineer

Recommended for Approval:
Max J. Klotz, Metro Technical Services Engineer

Recommended for Approval:
Location Engineer

Approved:

RECEIVED
OCT 30 1979
LOCATION

SP 23604-731

1981 Bear Crk. Overflow Br. Sec. 924
of the Coquille-Bandon Hwy.
(Grad., pav. & struc.)

1247

*cc: OSHD (Coulter)

STATE COPY

U.S. DEPARTMENT OF TRANSPORTATION
FEDE HIGHWAY ADMINISTRATION

b

FINAL ACCEPTANCE REPORT

1-17-83

REGION NO. 10	REPORT NO. 2	COUNTY Coos	DIVISION Oregon
DATE OF REPORT 1/17/83	REPORT MADE BY W. N. Bryant, Area Engineer		PROJECT NO. BRF-50(3)
COMPLETION DATE 10/23/81	ACCEPTANCE DATE BY CONTRACT AGENCY 4/14/82	TIME ELAPSED 100 %	CONTRACT TIME 240 calendar days
APPROVED EXTENSIONS NONE	LOCATION SR-425, 2.9 mi. East of Bandon, Oregon		

~~*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.~~

*A copy of the State's materials certificate is attached to the Division office copy of this report.

There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

RECEIVED
STATE HWY ENGR
JAN 25 '83
REFER TO Keasey
FOR
Info | Inves | R/D | D/R | Sign | Act | File

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specification including authorized changes and extra work.*

by 1/26

BEAR CREEK OVERFLOW STRUCTURE
COQUILLE - BANDON HWY
Grading, Paving & Structure

Work completed under this project consisted of the construction of a prestressed concrete slab span bridge 66 feet long and 35.5 feet wide; construction and removal of a detour roadway, and the construction of approach roadway consisting of grading, drainage, and high type pavement to width of 36 feet.

A contract in the amount of $223,982.00 was awarded Gervasis Construction Incorporated on 3/3/81 . Work began on 3/16/81 and was completed in reasonable close conformance with the approved plans and specifications including approved changes on 10/23/81 at a final estimated cost of $251,112.00 which includes $216,176.80 for bid item work, $3,600.50 for price agreements, $1,334.69 for State Force work, and approximately $30,000 for construction engineering.

A total of 239.5 C.D. were used in completing the work as compared to the 240 C.D. specified.

Project records indicate that all materials incorporated into the work were in reasonable close conformance with the approved specifications. The State's materials certification indicates that approximately 3,000 tons of embankment placed in the detour and approach fills were not covered by compaction tests. Most of the material was placed in the detour and did not require compaction to a specification. The approach fills were constructed of a rocky material.

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE W. N. Bryant W N Bryant Area Engineer		SIGNATURE G. K. Hossner Original Signed By G. K. HOSSNER Field Operations Engineer	
TITLE Area Engineer	DATE 1/24/83	TITLE Field Operations Engineer	DATE 1/24/83

FORM FHWA-1446 B (12-73) FORMERLY PR-33E

Previous Editions of PR-33E Will Not Be Used.

F

VICTOR ATIYEH
GOVERNOR

Department of Transportation
STATE HIGHWAY DIVISION

IN REPLY REFER TO
FILE NO.:

CON 5

DATE: January 10, 1983

TO: Dale E. Wilken, Division Administrator
Federal Highway Administration

FROM: C. T. Keasey, P.E., P.L.S.
Construction Engineer

SUBJECT: Request Project Acceptance
Federal Aid Project No. BRF-50(3)

Contract 9247, Work Completed October 23, 1981

Project Bear Creek Overflow Bridge

Highway Coquille-Bandon

County Coos

Acceptance: Federal Hwy. Admin. October 20, 1981

Oregon Transportation Commission April 14, 1982

All participating work on this project has been completed.

The following documents, required for your acceptance of the project, are attached:

1-Copy Form 81-734-3498, Progress Est. & Cost Report
1-Copy Laboratory Materials Certification
1-Copy Statement of Overruns and Underruns

RDC:mk

cc: Frank Griffin
R. D. Church

Form 734-3123

9247 5-11-82 file L.

REPORT OF ACTION UNDER DELEGATED AUTHORITY BY

CONSTRUCTION ENGINEER

On behalf of the Commission and under authority delegated to me to accept contracts completed according to specifications, I accepted the following:

Contractor and Contract No.	Section and County	Acceptance Date
R. L. Coats No. 9314	Bend W.C.L.-Forest Boundary Deschutes County	April 9, 1982
Slayden & Holm, Inc. No. 9254	Gales Cr. (Parson Rd.) Br. Washington County	April 12, 1982
Gervais Const., Inc. No. 9247	Bear Cr. Overflow Bridge Coos County	April 14, 1982
Stach Const. Co. No. 9186	Yaquina River Bridges (M.P. 2.40 & 4.93) Lincoln County	April 27, 1982
Babler Bros., Inc. No. 9225	Hackett Dr.-Crescent Klamath County	April 29, 1982
Steeck Electric Co. No. 9271	Green Springs Hwy. @ Walker Ave. (Ashland) Jackson County	April 29, 1982
Douglas S. Coats, Inc. No. 9263	Oak St.-Ann St. (Ashland) Jackson County	May 3, 1982

May 11, 1982 C. T. Keasey

C. T. Keasey, P.E., P.L.S.
Construction Engineer

9247.

April 19, 1982

Safeco Insurance Company of America
4101 S.W. Kruse Way
Lake Oswego, OR 97034

CON 5
#9247

Gentlemen or Ladies:

On April 14, 1982, we wrote to you concerning release of final payment on Contract No. 9247 awarded to Gervais Construction, Inc. for work on the Bear Creek Overflow Bridge Section of the Coquille-Bandon Highway in Coos County.

Final payment on this contract is $1,000 and the total contract amount is $219,777.30. No work was performed under force account.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

js
cc: Gervais Construction, Inc.
5655 Ferschweiler Lane
Woodburn, OR 97071

bc: C. T. Keasey
Walt Hart
A. Shirley

9247

11-5-81

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. BRF - 50(3)
2. STATE PROJECT NO. See below
2A. COUNTY NAME Coos
3. FROM Dale E. Hilken, Division Administrator
FHWA, Oregon Division, Salem, OR
4. PROGRAM NO.
5. ITEM NO. 10076
6. TO

Mr. H. S. Coulter, State Highway Engineer
Oregon State Highway Division
Salem, OR

7. DATE AUTHORIZATION EFFECTIVE 10-1-81
8. FEDERAL ROUTE NUMBER Primary 50
9. STATE ROUTE NUMBER Secondary 244
10. GENERAL LOCATION: Bear Creek Overflow Section
11. GENERAL DESCRIPTION OF WORK Roadside Seeding and Mulching
12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
☒ CONSTRUCTION PROCEED ON XXXXXXXXXXXXXXXXXXXX FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

I approve the advance authorization date of 10-1-80 as requested in Mr. Keasey's letter of 11-2-80 as being in the public interest for the use of State Forces to proceed with the above work. State Force Order No. 2 is approved for a TEC of $1,000, FF $800.

RECEIVED
STATE HWY ENGR
NOV 13 '81
REFER TO Moehring
FOR
Info | Inves | R/D | D/R | Sign | Act | File

ay 11-13

14. DATE 11-5-81
15. SIGNATURE OF APPROVING OFFICIAL
16. TITLE for Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

9247 L.

FORM 81-734-3801

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Bear Creek Bridge

WEEK ENDING: October 24, 1981

SECTION PREFIX: 106-1070

HIGHWAY: Coquille - Bandon

COUNTY: Coos

NAME OF JOB: Bear Creek Overflow Bridge

KIND OF WORK: Grading, Paving, & Structure

CONTRACTOR: Gervais Construction Co.

CONTRACT NUMBER: 9247

FEDERAL AID PROJECT NUMBER: BRF -50(3)

DATE OF CONTRACT: February 10, 1981

DATE WORK STARTED: 3/16/81

ESTIMATED COMPLETION DATE: 10/23/81

AVERAGE FORCE ON PROJECT FOR THE WEEK:
MEN: 1 SUPERVISION:

SPECIFIED WORK DAYS

SPECIFIED CALENDAR DAYS 240

SPECIFIED COMPLETION DATE

WORK DAYS USED

CALENDAR DAYS USED 239½

PERCENT OF TIME ELAPSED 99.8%

PROJECT AUTHORIZATION: $258,489.57

EXCLUSIVE OF ENGINEERING: $236,151.19

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $236,151.19

ESTIMATED PERCENT: OVERRUN UNDERRUN 0 %

ENGINEERING AUTHORIZATION $20,338.38

This Wk. 750.00

ENGINEERING COST TO DATE $23,500.00

PERCENT OF AUTHORIZATION 116 %

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100%

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 96%

DATE PROJECT WAS COMPLETED:

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
100		100	100	100			

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	0.13				
MILES PARTIALLY COMPLETED					
MILES COMPLETED	0.13				700
TOTAL ESTIMATED QUANTITIES (CONTRACT)	3075	2300			735
TOTAL QUANTITIES CORRECTED TO DATE	2975	2184			735
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	2975	2184			
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 18	Fair	1		
MONDAY 19	"	1		
TUESDAY 20	"	1		
WEDNESDAY 21	"	1		
THURSDAY 22	"	1		
FRIDAY 23	"	1		Project Completed
SATURDAY				

RECEIVED
OCT 26 1981
CONSTRUCTION BRANCH

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GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY 18	No work.
MONDAY 19	1 Man 2 hours installing 8 delineators.
TUESDAY 20	No work.
WEDNESDAY 21	No work.
THURSDAY 22	No work.
FRIDAY 23	1 Man drilled 4 holes in guard rail posts & treated.
SATURDAY 24	No work.

REMARKS

Walley Bryant & Gix made the final inspection on Tuesday , Oct.20, 1981. Also made the final inspection on Dean Creek Bridge.

Semi-final estimate will be submitted on Nov. 10th.

State Forces will be seeding & mulching project in near future.

SIGNED Eugene H Dah LOCATION Coquille

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP-F216

9247

STATE COPY OMB No. 04-R2089

L

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO. 3-70	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION **FEDERAL-AID PROJECT AGREEMENT** 3/10/81	State OREGON County COOS Project No. BRF-50(3)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Bear Creek Overflow Bridge Section

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	1-7-81	0.019
OTHER *(Specify)*		

FUNDS PRO RATA 80%

ESTIMATED TOTAL COST OF PROJECT $ 255,922.00	FEDERAL FUNDS $ 204,737.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Asst. State Highway Engineer
(Title)

XX For: H.S. Coulter

State Highway Engineer
(Title)

By

(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: E.J. Valach (Acting)

Date executed by Division Administrator MAR 10 1981

Form PR-2 (Rev. 10-76) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Gen File

Oregon State Highway Division
Salem, Oregon, March 6, 1981

Federal Aid Project
No. BRF-50(3)

Bear Creek Overflow Bridge
Coquille-Bandon Highway
Coos County

Project Agreement Estimate

Type Code X080
Structure (Sta. 8+90 to Sta. 9+90)

Mobilization	All	Required		$ 22,000.00
Temporary Protection and Direction of Traffic	All	Required		1,700.00
Temporary Signs	211	Sq.Ft.	$ 10.00	2,110.00
Temporary Barricades	10	Each	50.00	500.00
Temporary Continuous Rail Traffic Barriers, Reflectorized	150	LinFt.	10.00	1,500.00
Temporary Delineators	30	Each	20.00	600.00
Temporary Reflective Pavement Markers	37	Each	5.00	185.00
Flagmen	300	Hour	18.00	5,400.00
Clearing and Grubbing	All	Required		2,990.00
Embankment in Place	3,075	Cu.Yd.	5.00	15,375.00
Detour Removal Excavation	1,900	Cu.Yd.	1.50	2,850.00
Watering	60	M-Gal.	12.00	720.00
Aggregate Base	2,300	Ton	9.00	20,700.00
Class "B" Asphalt Concrete	700	Ton	44.00	30,800.00
Guard Rail, Type 2A	100	Lin.Ft.	24.00	2,400.00
Guard Rail, Type 3	100	Lin.Ft.	30.00	3,000.00
Guard Rail Anchors, Type 1	4	Each	325.00	1,300.00
Rail End Pieces, Type C	4	Each	85.00	340.00
Loose Riprap, Class 50	270	Cu.Yd.	16.00	4,320.00
Delineators	8	Each	25.00	200.00
Bridge Removal Work	All	Required		3,000.00
Structure Excvation	205	Cu.Yd.	2.00	410.00
Furnish Pile Driving Equipment	All	Required		8,320.00
Furnish 12 or 14-inch Prestressed Concrete Piling (Alt. "A")	1,312	Lin.Ft.	13.75	18,040.0
Drive Prestressed Concrete Piles (Alt. "A")	1,312	Each	1.00	1,312.00
Structural Concrete, Class 3300 (34 c.y.)	All	Required		9,550.00
4'x65'/70' Prestressed Slabs	9	Each	4,940.00	44,460.00
Reinforcement (4,100 lbs.)	All	Required		2,050.00
Reinforced Concrete Bridge End Panels	160	Sq.Yd.	55.00	8,800.00

Metal Rail with Tubing	150 Lin.Ft.	$ 42.00	$ 6,300.00
Asphalt Membrane	275 Sq.Yd.	10.00	2,750.00
	Subtotal (Alt. "A")		$223,982.00
Anticipated Items			
Permanent Pavement Striping	All Required		$ 500.00
Temporary Erosion Control	All Required		1,000.00
			$ 1,500.00
	Subtotal		$225,482.00
	Engineering		30,440.00
	Total (Alt. "A")		$255,922.00
Length of Structure	0.019 Mile		
Work Retained in Program Status (Not included in amounts below)			
Roadside Seeding and Mulching	All Required		$ 500.00
Federal Funds (80%)			$204,737.00
State Funds			51,185.00
	Total		$255,922.00

Group 1	100%
Contract No.	9247
Prefix No.	106-1456
Prefix No.	106-1070

9247

2

DES

DATE: February 4, 1981

TO: Oregon Transportation Commission

FROM:
H. S. Coulter
State Highway Engineer

SUBJECT: Bear Creek Overflow Bridge, Project #6
January 29, 1981 Bid Letting

In my letter to you of January 30, the Bear Creek Overflow Bridge Project #6 was recommended to be awarded to Donald W. Thompson, Inc., in the amount of $219,960.00, subject to concurrence of the FHWA and pending MBE review. It was determined that this contractor did not comply with the minority business enterprise requirements and the bid was therefore nonresponsive.

Award of the project to the second low bidder, Gervais Construction, Inc., in the amount of $223,982.00, is recommended.

I shall call the Chairman for approval.

HSC:ia

bc J. L. Sollis
D. H. Moehring
R. W. Gormsen
C. T. Keasey
E. S. Hunter
George Bell
Alfred Shirley, Jr.
V. E. Skoog

9247

February 4, 1981

Gervais Construction Inc.
5655 Ferschweiler Lane
Woodburn, Oregon 97071

CON 5
9247

Re: January 29th Bid Letting
Bear Creek Overflow Bridge
Section - Coos County

Gentlemen:

Because the apparent low bidder, Donald W. Thompson, Inc., was judged to be a non-responsive bid, the apparent low bidder is now Gervais Construction Inc.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

RWG::jas
cc: Donald W. Thompson, Inc.
1714 Hamilton
North Bend, OR 97459

9247

NOTED
JACK L. SOLLIS

STOEL, RIVES, BOLEY, FRASER AND WYSE
(DAVIES, BIGGS, STRAYER, STOEL AND BOLEY)
(RIVES, BONYHADI & SMITH)

LAW OFFICES
900 S W FIFTH AVENUE
PORTLAND, OREGON 97204

(503) 224-3380

ALLAN R. ABRAVANEL
JEFFREY MICHAEL ALDEN
RICHARD E. ALEXANDER
RICHARD D. BACH
PAUL L. BOLEY
ERNEST BONYHADI
PHILLIP D. CHADSEY
HARRY S. CHANDLER
CLEVELAND C. CORY
KAREN K. CREASON
THOMAS P. DEERING
JOHN DETJENS, III
BARNES H. ELLIS
EDWARD L. EPSTEIN
HOWARD M. FEUERSTEIN
RICHARD A. FRANZKE
GEORGE H. FRASER
GEORGE M. GALLOWAY
LEONARD A. GIRARD
WILLIAM J. GLASGOW
GERSHAM GOLDSTEIN
RONALD S. GROSSMANN
CHARLES H. HABERNIGG
ROBERT F. HARRINGTON
JOHN R. HAY
RICHARD A. HAYDEN, JR.
DAVID G. HAYHURST
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DAVID P. MILLER
GREGORY R. MOWE
HARDY MYERS
THOMAS R. NICOLAI
MILO E. ORMSETH
TERRENCE R. PANCOAST
MARK H. PETERMAN
CAMPBELL RICHARDSON
ROBERT L. RIDGLEY
GEORGE D. RIVES
RICHARD E. ROY
JOHN M. SCHWEITZER
PATRICK J. SIMPSON
HUGH SMITH
THOMAS B. STOEL
MANLEY B. STRAYER
JERE M. WEBB
CLARENCE R. WICKS
MARCUS WOOD
WILLIAM W. WYSE

[redacted]
DAVID L. DAVIES
HUGH L. BIGGS

GAIL L. ACHTERMAN
CHARLES F. ADAMS
STEPHEN E. BABSON
MARGARET M. BAUMGARDNER
WILLIAM A. BERG
RUTH A. BEYER
CONSTANCE HEIMS BLOCK
JOHN A. BOGDANSKI
JOHN F. BRADACH
HENRY C. BREITHAUPT
DEE K. CARLSON
BERTRAND J. CLOSE
ELIZABETH F. COSGRIFF
NANCY L. COWGILL
E. JOSEPH DEAN
FRANCIS S. DELIA
CHRISTINE L. DICKEY
MARK R. FEICHTINGER
RANDOLPH C. FOSTER
NANCY M. GANONG
ANDREW R. GARDNER
BENNETT H. GOLDSTEIN
SUSAN P. GRABER
DAVID W. GREEN
STEPHEN L. GRIFFITH

THOMAS G. P. GUILBERT
KIRK R. HALL
SUSAN M. HAMMER
JOYCE A. HARPOLE
JAMES C. HOWE
PAMELA L. JACKLIN
PETER R. JARVIS
GREGORY F. JENNER
CHARLES S. LEWIS, III
DENNIS LEYBOLD
GREGORY H. MACPHERSON
WILLIAM E. MERRITT
ROBERT J. MOORMAN
THOMAS H. NELSON
MARK A. NORBY
MARGARET HILL NOTO
THOMAS R. PAGE
GUY A. RANDLES
LOIS O. ROSENBAUM
STEVEN SCROGGIN
JAMES RAY STREINZ
ANN E. THOMPSON
E. WALTER VAN VALKENBURG
STEPHEN S. WALTERS
TIMOTHY J. WYLDER

February 3, 1981

HAND DELIVERED

Mr. Jack L. Sollis
Assistant Attorney General
and Counsel
Department of Transportation
211 Transportation Building
Salem, OR 97310

#9247

Dear Jack:

Re: Donald W. Thompson, Inc. Bid -
Bear Creek Overflow Bridge Project

We represent Donald W. Thompson, Inc. (hereafter "DWT"), in connection with its bid on the above-entitled project. Our client was the apparent low bidder at the bid opening on January 29, 1981. We understand that the Department of Transportation has some concern that DWT did not properly complete the "Minority Business Enterprise Participation Commitment Statement" document included in its proposal form. You have indicated that, because this form was not properly completed, DWT's bid may be rejected as nonresponsive.

This letter is intended to protest any such decision and to provide authority in support of DWT's position. We appreciate your willingness to consider this material prior to awarding the project.

The MBE participation item included in the specifications package and proposal form is stated in terms of "assigned contract goals" and not as a mandatory requirement. DWT's bid is not nonresponsive in failing to specify its own goals. The substance of the MBE requirement is contained in the following language of paragraph 5 of SPO.3, on page 3 of the specifications package:

> "Within five calendar days after the bid opening, all bidders must be prepared to provide documentation regarding the identification of MBEs - by bid item amount(s) - used to meet the contract goals, and the affirmative action steps taken. Failure to provide this documentation shall render the bid non-responsive."

DWT is prepared to and has documented the manner in which it will meet the specified MBE goals in compliance with this provision. Furthermore, the requirement that bidders complete the MBE commitment statement is a formality which may be waived. It is a general rule of public contract law that immaterial irregularities, which do not affect the competitive character of a bid may be disregarded by the agency and waived as informalities. See, e.g., Coleman v. Munger, 84 Ohio App 148, 83 NE2d 809 (1948) and R. W. Rhine, Inc. v. City of Tacoma, 13 Wash App 597, 536 P2d 677, 679 (1975).

DWT's failure to complete the minority participation form was the result of a clerical mistake. We understand that the State of Oregon does allow upward adjustment of mistakes in bid prices in certain limited circumstances. While there is no Oregon case law on this question, federal contracting cases decided by the Comptroller General consistently allow correction of a mistaken or omitted price where the contractor shows by clear and convincing evidence both the existence of the mistake and the intended bid. See Comp. Gen. B-164866 (September 11, 1968), 13 CCF ¶82,168, and Comp. B-182598 (February 4, 1975), 20 CCF ¶83,706. There can be no question as to the existence of a mistake in DWT's submittal. The form its bid would have taken had the mistake not occurred is also clear. The specifications state a Minority Business Enterprise goal of 2 percent and allow no advantage for committing to a goal in excess of 2 percent. Had the mistake not occurred, DWT would have included 2 percent in its Minority Participation Statement. Price is a much more significant factor than the statement of MBE goals, and there is legal authority for allowing an upward adjustment of contract price where a mistake is shown. The contracting officer should treat this mistake as he would a mistake in price and allow upward adjustment of the stated MBE goal to 2 percent.

We again draw your attention to the language of paragraph 5 of SPO.3 quoted above, which gives the contractor five days to document and identify the MBEs which will be used to meet contract goals. The paragraph concludes by stating:

> "Failure to provide this documentation shall render the bid nonresponsive."

This language implicitly requires that there be no determination as to the responsiveness of a contractor's bid until he has presented his documentation. Donald W. Thompson, Inc. will furnish that documentation and any decision that its bid is nonresponsive should be made only on the basis of its documentation.

Such an approach is consistent with the Comptroller General's treatment of similar federal contracting cases, in which MBE requirements are regarded as a matter of bidder "responsibility," not bid "responsiveness." In Comp. Gen. B-192696, B-194037, B-194103 (February 27, 1979), 26 CCF ¶83,129, the Comptroller General rejected a subcontractor's contention that a contractor was bound by the MBE subcontractor listing submitted with its bid. The digest of the Comptroller General's opinion explains the MBE listing requirement as follows:

> "***[T]he requirement for listing subcontractors did not relate to preventing bid shopping but was a requirement for the contractor to show, after the bid opening, that at least the minimum required percentage of subcontracts would be performed by minority-owned firms. As such, the subcontractor information was required for use by the government in determining bidder responsibility and was not related to bid responsiveness. Under the requirement, bidders were not required to commit themselves to particular subcontractors in their bids, but only after bid opening." 26 CCF at 88,840-41. (Emphasis Added)

A very recent Comptroller General opinion held more directly that compliance with MBE requirements is a matter of bidder responsibility, not bid responsiveness. Since you may not have access to this opinion, the CCF digest is quoted here in its entirety:

> "Bidder Responsibility-General Standards of Responsibility for Prospective Contractors-Responsibility v. Responsiveness-Minority Hiring Goals.--A low bidder under a grantee solicitation should have been allowed, after bid opening, to substitute a new minority subcontractor in his bid in order to meet a requirement that at least 15 percent of the total value of the prime contract should be awarded to minority business subcontractors. The bid was rejected as nonresponsive for failing to meet the 15 percent requirement. However, compliance with MBE requirements is a matter of responsibility rather than responsiveness, and the terms of the solicitation cannot alter that fact. Consequently, documentation concerning matters of responsibility can be submitted after bid opening. Compliance with the MBE requirement was a precondition for performance and as such was a matter of responsibility, and the low bidder was improperly prevented from substituting a minority subcontractor in order to meet the 15 percent requirement of minority participation." Comp. Gen. B-199145 (November 28, 1980), 28 CCF ¶80,959. (Emphasis Added)

Even had the solicitation package contained an absolute statement that failure to complete the MBE participation commitment would render the bid nonresponsive, which it did not, it would not change the basic nature of the issue as one of bidder "responsibility" and not bid "responsiveness." Since the MBE requirement is a matter of responsibility, DWT should now be allowed to document the manner in which it will meet contract goals even though it did not complete the commitment form. The solicitation package does offer the bidder the opportunity to establish his "responsibility" within five calendar days after the bid opening and Donald W. Thompson, Inc. is ready, willing and able to do so.

As a result, the award should be made to DWT as the lowest responsible bidder.

Finally, it should be understood that, by responding to the concerns of the Department of Transportation insofar as the form of the bid, DWT does not acknowledge the constitutionality or validity in any respect of the MBE requirements or program and specifically reserves its right to contest such constitutionality or validity in any respect in the event it is not awarded the contract.

Very truly yours,

Richard E. Alexander

REA:stp

DONALD W. THOMPSON, INC.
1714 HAMILTON ... P. O. BOX 866
NORTH BEND, OREGON 97459
756-7811

January 31, 1981

Contract
9247

NOTED
JACK L. SOLLIS

Walter Hart, Bridge Dept.
Oregon Transportation Commission
Transportation Building
Salem, Oregon 97310

Subject: Bear Creek Bridge, Coos County

Dear Sir:

We submitted a bid on the Bear Creek Bridge which we are told is not properly filled out.

We submitted a 1% minority coverage as my wife, Alice is a part owner in our firm.

Our subcontractor, J.W. Abel who submitted a price on item 32 and whom we intended to use and who we understand is not on your minority sub list, but is on other lists.

My thought on the intent of the specification pertained to minority contractors who were listed, none of whom are in this area and did not offer us quotes.

J.W. Abel's bid was $7359, the same as on our submittal which is 3½% of total contract price. If awarded the contract we intend to contract with J.W. Abel for the above price for bid item 32.

If J.W. Abel is not satisfactory we will attempt to contract with another sub contractor for at least 2% of the contract amount and we will advise you fo the sub contrator and the amount within five days of the bid award.

Respectfully yours
Donald W. Thompson, Inc.

By: Donald W Thompson

dwt/alw

cc Gary Inlof

Keasey
Jackmond
Hopkins
Williams
Johnson
Glenn
RECEIVED
FEB 3 1981
CONSTRUCTION
BRANCH
Richards
Berg
Inloes
Widmer
Gebauer
Church

DONALD W. THOMPSON, INC.
1714 HAMILTON ... P. O. BOX 866
NORTH BEND, OREGON 97459
756-7511

January 30, 1981

Walter Hart, Bridge Dept
Oregon Transportation Commission
Transportation Building
Salem, Oregon 97310

Subject: Bear Creek Bridge, Coos County

Dear Sir:

We submitted a bid on the Bear Creek Bridge which we are told is not properly filled out.

We submitted a 1% minority coverage as my wife , Alice is a part owner in our firm.

Our subcontractor, J. W. Abel who submitted a price on item 32 and who we intended to use was no longer on you minority sub list.

My thought on the intent of the specification pertained to minority contractors who were listed, none of whom are in this area and did not offer us quotes.

J. W. Abel"s bid was $7359, the same as on our submittal which is 3½% of total contract price. If you have any further questions please contact us.

Yours truly

Donald W. Thompson, Inc.

Donald W. Thompson

By:

dwt/alt

✓cc: Gary Inlof

[illegible] RECEIVED Richards
Jackmond Berg
Hopkins FEB 3 1981 Inloes
Williams Widmer
Johnson CONSTRUCTION Gebauer
Glenn BRANCH Church

9247 · 244

ENVIRONMENTAL REVIEW CHECKLIST

ALL CLEAR 12/30/80
Donald L R

Tom

~~Oct. 23, 1980~~ Jan 29 '81 Bid Letting __________ All Clear Deadline

SECTION Bear Creek Overflow
Highway Coquille-Bandon
County Coos Region 3
Type of Work Structure Funds HBR
State ___ Consultant ___ Plans Avail. ___ Yes ___ No

~~Statewide Noise Controls~~

	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR	
DOCUMENTS:						
EIS	☒	☐	☐	☐	☐	
Negative Declaration	☒	☐	☐	☐	☐	
Project Assessment	☐	☒	☐	☐	☒	
Write-off Letter	☒	☐	☐	☐	☐	
PERMITS:						
Division of State Lands	☒	☐	☐	☐	☐	Overflow Only - no permit req'd.
D.O.G.M.I.	☒	☐	☐	☐	☐	
Corps of Engineers	☐	☒	☐	☐	☒	General Permit
Coast Guard	☒	☐	☐	☐	☐	
Co. Conditional Use	☒	☐	☐	☐	☐	
NPS Air Pollution	☒	☐	☐	☐	☐	
NPS Water Pollution	☒	☐	☐	☐	☐	
	☐	☐	☐	☐	☐	
CULTURAL:						
Cultural Survey	☐	☒	☐	☐	☒	
Cultural Salvage	☒	☐	☐	☐	☐	
NOISE:						
Noise Study	☐	☒	☐	☐	☒	

9247

2.

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO 6

November 26, 1980

TO: G. L. Green, Division Administrator
Federal Highway Administration

Original Signed By
D. E. Swan

FROM: D. E. Swan
Operation Programming Engineer

SUBJECT: Project Data Submission
Item No. 10076
Project No. BRF-50(3)
Bear Creek Overflow Section
Coos County

Attached support data consists of PR-1 forms, with project maps.

It is the Oregon State Highway Division's present intention to receive bids for the project on January 29, 1981.

DRH:bke
Attachments

cc: Alfred Shirley (Region 3)
✓ General Files

Form 734-3122

9247 **Form FHWA 121 (1/80)** 2

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

THE OREGON DIVISION - Salem
UNITED STATES GOVERNMENT

memorandum

Subject: Oregon Project BRF-50(-)
Bear Creek Overflow Section
Bridge 1097A (Your DES 23 dtd 8-8-80)
Coos County

Date: August 15, 1980

From: G. L. Green, Division Administrator

Reply to Attn. of: HBR-OR

To: Mr. H. S. Coulter, State Highway Engineer, ODOT

We have Mr. Hart's submittal of July 8, 1980, requesting a variance from the standard for a 40 to 36 roadway width. Your support appears to verify a reduction in traffic. We will approve the 36 foot width. We also will approve the 78 foot long bridge.

G. L. Green

cc:
OSHD (W J Hart, Strs)

RECEIVED
STATE HWY ENGR
AUG 21 '80
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

R

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L.

DES 23
Br 1097A

August 8, 1980

Mr. Glen L. Green
Division Administrator
Federal Highway Administration
530 Center Street N.E.
Salem OR 97301

NOTED
E. S. HUNTER

Bear Creek Overflow
Bear Creek Overflow Section
Coquille-Bandon Highway, #244
Coos County
Bridge 1097A

As suggested in your letter of June 4, 1980, our Hydraulics Section made further study and determined that with a one foot excavated scour hole a 60-foot structure with vertical abutments, or a 78-foot structure with spill-through abutments would have the same hydraulic capabilities as the 100-foot structure. Comparing costs of the various alternates led us to select a single span with short wingwalls, 78-foot top of slope to top of slope, as the most economical.

Region 3 has questioned the roadway width and the traffic count—that traffic is down and roadway too wide. Additional investigation found that the traffic count was down from 2,000 ADT to less than 1,150 ADT, due in part to the improvement of an alternate route. Considering that the traffic count will probably continue to decline as people discover the alternate route, we are requesting a variance from the dimensions in the "Geometric Design Standards for Highways Other Than Freeways (1969)" which calls for 8-foot shoulders and that you approve 6-foot shoulders.

The estimated cost of the 78-foot structure, top of slope to top of slope, is $128,500 while the 60-foot span with vertical abutments would be $139,000. Both figures are based on estimated quantities for 36-foot wide structures and include an allowance for engineering and contingencies.

We request your approval of the 78-foot structure, top of slope to tope of slope, and the 36-foot roadway and your concurrence that the project is eligible for HBR funding.

cc E. S. Hunter
D. H. Moehring
D. O. Christensen /w/ encl.
Gary Potter /w/ encl.
Alfred Shirley /w/ encl.

Walter J. Hart
Bridge Engineer

RECEIVED
TECHNICAL SERVICES
AUG 8'80
REFER TO
FOR
File
Act
Sign
D/R
R/D
Inves
Info

9247

244

STATE OF OREGON

INTEROFFICE MEMO

Highway - Traffic 378-6537

DATE: July ~~23~~ 25, 1980

TO: D. O. Christensen
Final Design Engineer

FROM: L. E. George
Traffic Engineer

SUBJECT: Preliminary Plan Review
Bear Creek Overflow Section
Coquille-Bandon Hwy.
Coos County

This office has reviewed the preliminary plans for the above named project and recommmends the following revisions on Sheet 2A:

1. Increase the construction speed from 35 to 45 mph and add the term "All Stages" below both signs. Use 35 mph
2. Add a "Men Working" sign for westbound traffic. yes
3. Removal of all reverse curve symbol signs shown on Stage II. No.

Thank you for the opportunity to review the preliminary plans.

L. E. George
Traffic Engineer

ELS:jmb
Attch.

Discussed with Clark. See notes above

Discussed but Did Not Concurr

REFERRED TO
___Beard ✓ ___Stoudenmeyer Ord
___Cole ___Mann ___
___Eriksen ___Watson ___
___Hager ___Dorn ___Leu ___
[✓ Return] Discuss Do File Copy Due ___
BY FINAL DESIGN ENGINEER

___Versteeg ___
___Anderson ___
1 Christensen DOC
___Olson ___
___Sullivan ___
___Terpin ___
___Trout ___
___Wakerlig ___

RECEIVED
JUL 24 1980
ROAD DESIGN SECTION

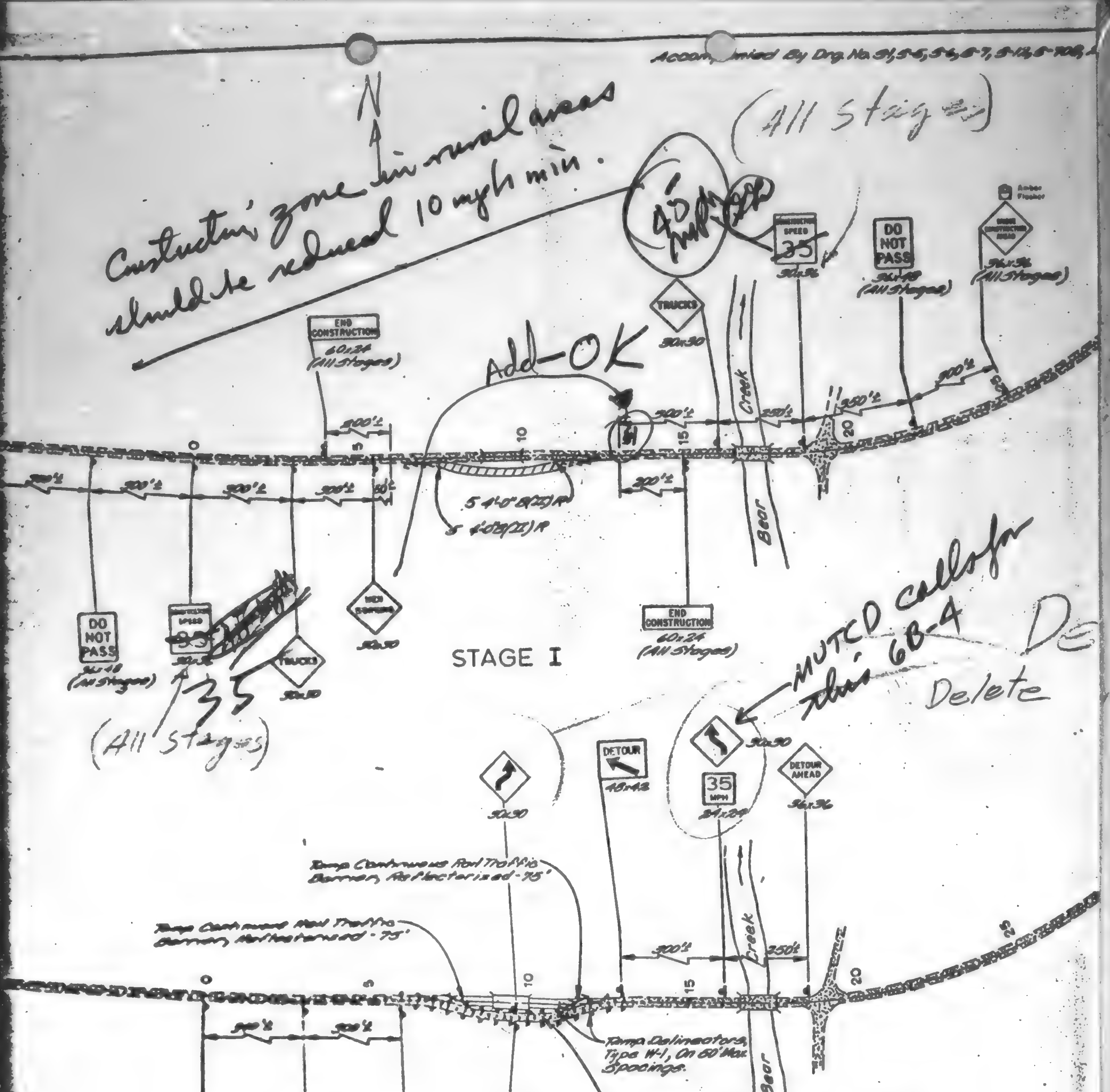
Do Not File ☐
Return To ___
Bring up ___/___/___
Action ___

7/25/80
Uniform Traffic Control manual calls for curve symbols & speed rider signs.
Do not remove.
DOC

Contains Recycled Materials
81-125-1387

SP*75683-125

Accompanied By Drg. No. 31, 5-5, 5-6, 5-7, 5-12, 5-108,


N
END CONSTRUCTION
60x24
(All Stages)
TRUCKS
30x30
SPEED
35
30x36
DO NOT PASS
36x48
(All Stages)
Amber Flasher
36x36
(All Stages)
300'±
250'±
350'±
300'±
Creek
Bear
0
5
10
15
20
25
5 4'-0" B(II) R
5 4'-0 B(II) R
300'±
30'±
DO NOT PASS
36x48
(All Stages)
SPEED
35
30x36
TRUCKS
30x30
30x30
END CONSTRUCTION
60x24
(All Stages)
STAGE I
30x30
DETOUR
48x48
30x30
35
MPH
24x24
DETOUR AHEAD
36x36
Temp. Continuous Rail Traffic Barrier, Reflectorized - 75'
Temp. Continuous Rail Traffic Barrier, Reflectorized - 75'
300'±
250'±
Creek
Bear
Temp. Delineators, Type W-1, On 60' Max. Spacings.
Temp. Bi-Directional Reflective Pavement Markers, Yellow, On 25' Spacings
300'±
300'±
30x30
DETOUR
48x48
35
STAGE II

Custuction zone in rural areas should be reduced 10 mph min.

(All Stages)

40 mph

Add-OK

35

(All Stages)

MUTCD calls for this 6B-4

De

Delete

curvature demands 35 mph

Delete

9247

~~[illegible]~~

214

July ~~16~~ 21, 1980

Division of State Lands
1445 State Street NE
Salem, Oregon 97310

Attention: Marge Akers

Dear Marge:

Re: Bear Creek Overflow
Coquille-Bandon Highway
Coos County

Here is a plan for a future highway project involving the replacement of a bridge. The bridge to be replaced spans an overflow channel that only contains water during periods of high water. We ask that you review this proposal and would appreciate your concurrence that a Removal/Fill Permit is not appropriate.

If you have any questions, pleaseccall.

Very truly yours,

J. H. Versteeg
Road Design Engineer
By:

Donald L. Trout
Final Project Development Coordinator

7-21-80
Marge Akers to
Trout by phone.
No permit required
DLT

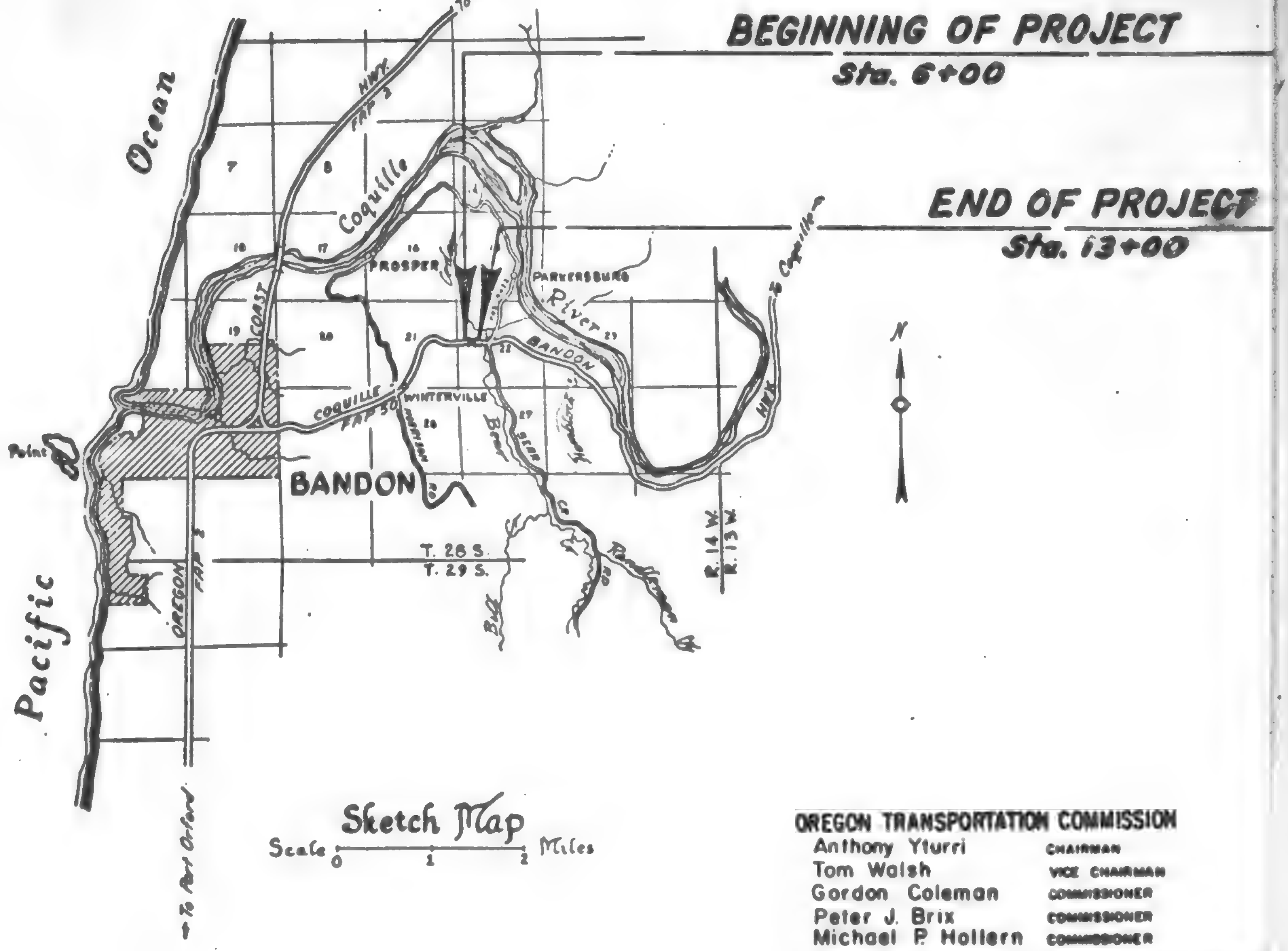
DLT:ab

STATE OF OREGON
DEPARTMENT OF TRANSPORTATION
STATE HIGHWAY DIVISION

PRELIMINARY COP
JUL 17 1980
SUBJECT TO CHANG
FINAL DESIGN UNIT

PLANS FOR PROPOSED PROJECT

BEAR CREEK OVERFLOW SECTION
COQUILLE-BANDON HIGHWAY
COOS COUNTY


BEGINNING OF PROJECT
Sta. 6+00
END OF PROJECT
Sta. 13+00
To Coos Bay
HWY
FAP 3
Ocean
Coquille
River
PROSPER
PARKERSBURG
BANDON
HWY
To Coquille
COAST
COQUILLE
FAP 30
WINTERVILLE
Coquille Point
BANDON
Bear
Creek
T. 28 S.
T. 29 S.
R. 14 W.
R. 13 W.
OREGON
FAP 3
Pacific
N
To Port Orford

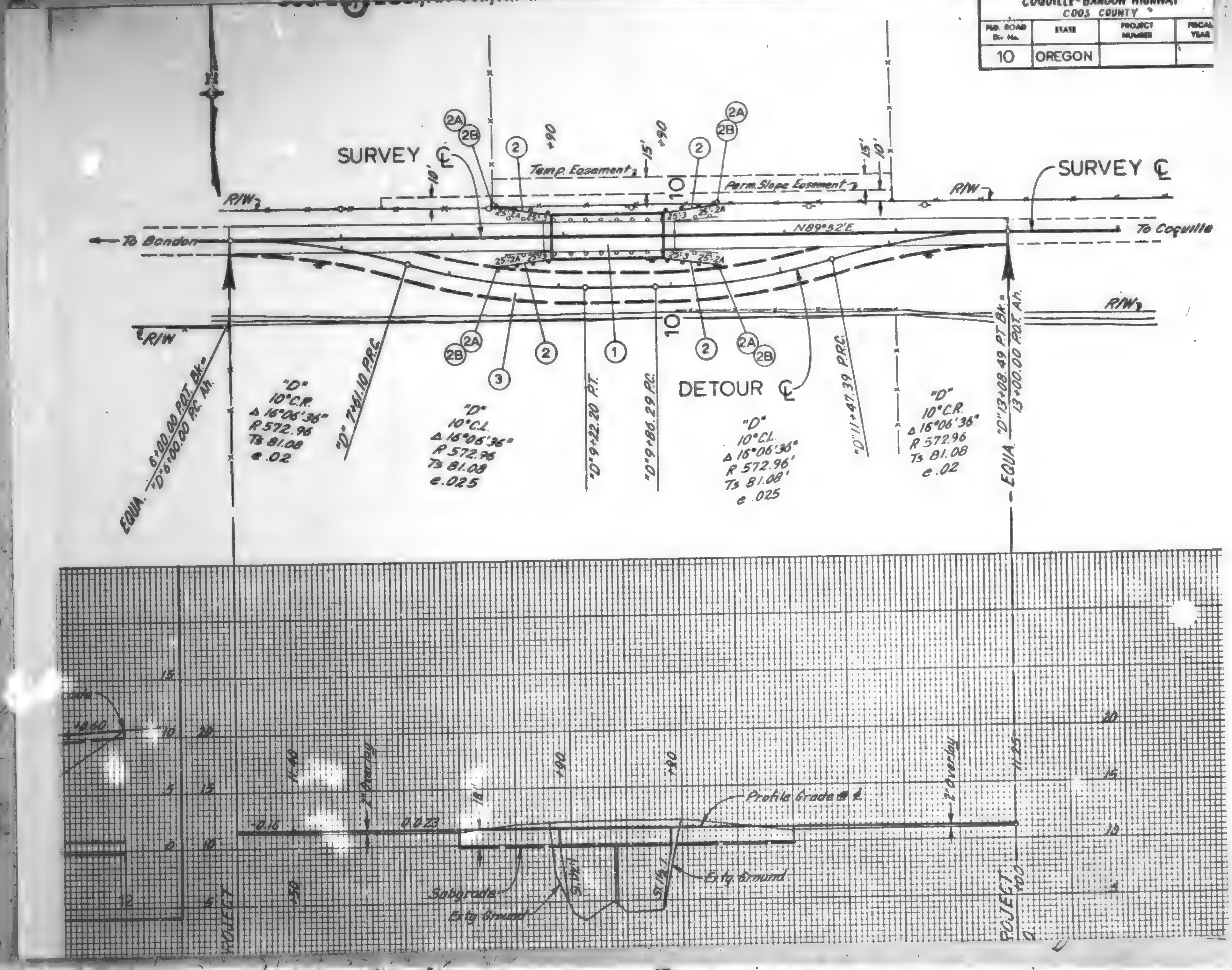
Sketch Map
Scale 0 1 2 Miles

OREGON TRANSPORTATION COMMISSION

Anthony Yturri	CHAIRMAN
Tom Walsh	VICE CHAIRMAN
Gordon Coleman	COMMISSIONER
Peter J. Brix	COMMISSIONER
Michael P. Hollern	COMMISSIONER
Fred B. Klaboe	DIRECTOR OF TRANSPORTATION

COQUILLE-BANDON HIGHWAY
COOS COUNTY

FED. ROAD DIV. No.	STATE	PROJECT NUMBER	FISCAL YEAR
10	OREGON		


SURVEY ℄
SURVEY ℄
DETOUR ℄
To Bandon
To Coquille
R/W
R/W
R/W
R/W
Temp. Easement
Perm. Slope Easement
N89°52'E.
10'
15'
15'
10'
+90
+90
10
10
①
②
②
②
②
③
2A
2B
25:3
25:2A
EQUA. 6+00.00 P.O.T. Bk. = "D" 6+00.00 P.C. Ah.
"D" 7+61.10 P.R.C.
"D" 9+22.20 P.T.
"D" 9+86.29 P.C.
"D" 11+47.39 P.R.C.
EQUA. "D" 13+08.49 P.T. Bk. = 13+00.00 P.O.T. Ah.
"D" 10° C.R. Δ 16°06'36" R 572.96 Ts 81.08 e .02
"D" 10° C.L. Δ 16°06'36" R 572.96 Ts 81.08 e .025
"D" 10° C.L. Δ 16°06'36" R 572.96' Ts 81.08' e .025
"D" 10° C.R. Δ 16°06'36" R 572.96 Ts 81.08 e .02
PROJECT
PROJECT
10.60
-0.16
0.023
2" Overlay
2" Overlay
18"
11.40
11.25
-50
+90
+90
+00
Profile Grade @ ℄
Subgrade
Extg. Ground
Extg. Ground
St. 1¼:1
St. 1¼:1
5
10
15
20
5
10
15
20
12

9247 c.

Form FHWA 121 (6/79)

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

THE OREGON DIVISION - Salem
UNITED STATES GOVERNMENT

memorandum

Subject: Oregon Project BRF 50(-)
Bear Creek Overflow, Bridge 1097A
Coquille-Bandon, Highway #244
Preliminary Plans, Coos County

NOTED
H. S. COULTER

Date: June 4, 1980

From: G. L. Green, Division Administrator

Reply to Attn. of: HBR-OR

To: Mr. H. S. Coulter, State Highway Engineer, ODOT
Attn: Mr. W. J. Hart, Bridge Engineer

We have received Mr. Wallace's submittal of April 28, 1980, and do not have any particular problem with what you propose, however, there are some items outlined in the hydraulic report that we feel need additional study.

In Mr. Macnab's May 5, 1976 report, on page 1, he indicates the 25-year peak flow will give a backwater of 3.4 feet at the Bear Creek Overflow structure. In Figure XI it appears that this backwater could be reduced by a single-span closed abutment with scour excavation and a lesser span at about the same or less cost. The backwater reduction could be as much as 1.9 feet. Would this keep the highway open continuously or for a longer period of time in a 25-year peak flow? A risk analysis as outlined in FHPM 6-7-3-2, para. 7, should be included in the location studies to assist in making this judgment. In view of the flooding problem from the Coquille River, and the low anticipated velocities under the structure, there is probably a single span length of a closed abutment bridge utilizing some minimum scour excavation that will be economical and give less backwater problem than what you propose. Please study this situation before you finalize the bridge plans. Also, it would seem appropriate to put the hydraulic data on the plans.

For G. L. Green

RECEIVED
STATE HWY ENGR
JUN 5 '80
REFER TO
Hart
FOR

Info	Imme	R/O	D/R	Sign	Act	File
			✓			

6/6

9247

244

LOC 17

ROAD DESIGN SECTION

May 22, 1980

James J. Gix
Region III Construction Engineer

ORIGINAL SIGNED
DUANE O. CHRISTENSEN

Duane O. Christensen
Final Design Engineer

Subject: Bear Creek Overflow Bridge No. 1097
[redacted]
Coos County

As indicated in your May 8, 1980 letter, we are proposing a 40-foot roadway for the subject bridge at M.P. 2.91. The existing ADT at this location, as per the Traffic Volume Tables for 1978 published July 1979, is 2,050 and for 1979 (not yet published), is 2,000. This decrease is in line with the state-wide decrease in volumes that we are experiencing. The 20-year projected ADT is 3,800.

The following bridges on this highway have been replaced in the past several years:

M.P.	BRIDGE	ROADWAY WIDTH
3.05	Bear Creek Bridge	44 ft.
15.08	Fat Elk Creek Bridge	40 ft.
15.27	Pulaski Creek Bridge	40 ft.

The horizontal alignment of this highway is generally curvy; however, at this location there is approximately 0.6 of a mile with good sight distance, which provides a passing opportunity and undoubtedly results in 55 MPH speeds.

The desirable AASHTO roadway width for this structure is 44 feet and the minimum AASHTO roadway width is 40 feet.

Based on the present and projected ADT, the width of the newly constructed bridge 700 feet away, and it being in an area where passing maneuvers will occur, we do not feel it is appropriate to reduce the bridge width below the 40 feet proposed. We will limit the guardrail flares to four feet to minimize widening of fills.

DOC:ja

cc Walt Hart
F. Morrison
Fred Ericksen

/ Versteeg /
Anderson
Christensen
Olson
Sullivan
Tarpin
Trout
Wakerlig

RECEIVED
MAY 27 1980
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring Up / /
Action

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Roseburg, Oregon

May 8, 1980

FILE: LOC 17

FROM: JAMES J. GIX
Regional Construction Engineer

TO: J.H. Versteeg
Road Design Engineer
SALEM

SUBJECT: Bridge Replacement
Bear Creek O'Flow Structure
Coos County

It has come to our attention that the preliminary bridge plans on the subject structure call for a 40-foot clear roadway. Considering the ADT of this section of approximately 1500 and the approach roadway width of 22±, the width seems excessive. There is no project on the current Six Year Plan to make improvements in this area and we see no need to go beyond surface maintenance in the near future.

The added structure width requires widening of the approach roadways to accommodate flaired guardrails to protect the bridge end. A trip to the Bear Creek structure would demonstrate the problem. The local residents are now using the structure as a parking lot. In this day and age of shrinking revenues and increasing costs, it is hard to explain a cost of 45-50 dollars per sq. ft. for roadside parking.

I would suggest that we reconsider the minimum design standards based on the ADT, the approach roadway width and the prevailing speeds due to the curved alignment.

jjg/cp

cc: W. Hart
F. Morrison

1 Versteeg
Anderson
2 Christensen
Olson
Sullivan
Terpin
Trout
Wakerlig

RECEIVED
MAY 12 1980
ROAD DESIGN
SECTION

Do Not File ☐
Return To
Bring Up / /
Action

Coquille - Bandon Hwy (244)
M.P. 2.91
ADT 2050

(Dsgn. proj. ADT = 3800)

9247

2.

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
DES 23
Br. 1097A

April 28, 1980

Mr. Glen L. Green
Division Administrator
Federal Highway Administration

NOTED
E. S. HUNTER

Bear Creek Overflow, Bridge 1097A
Bear Creek Overflow Section
Coquille-Bandon Highway, #244
Coos County

Enclosed are two reduced prints of drawings 35087 and 35002 which are the preliminary plan and elevation and vicinity map for this structure. Also enclosed are two copies of the foundation and hydraulic report. The alignment and roadway width are in accordance with the standards governing the project.

A two-span, 100-foot structure is proposed for this project. A single 50-foot span on vertical abutments with a preformed scour hole was also considered. The 100-foot structure was selected even though the initial cost is more because of the problem of maintaining the scour hole under the 50-foot structure.

Either alternate would be built on the existing alignment with traffic handled by a temporary adjacent detour roadway controlled by signing and flagmen.

The estimated cost of the recommended two-span bridge is $205,000, while the one-span alternate would be $153,000. Both figures are based on estimated quantities including an allowance for engineering and contingencies.

We request your approval of our preliminary plan and your concurrence that this project is eligible for HBR funding.

Walter J. Hart
Bridge Engineer

L. L. Wallace
Asst. Bridge Engineer
Enclosures

cc E. S. Hunter
D. H. Moehring
D. O. Christensen /w/ encls.
Gary Potter /w/ encls.
Alfred Shirley /w/ encls.

RECEIVED
TECHNICAL SERVICES
APR 29 '80
REFER TO
FOR

Info	Invest	R/D	D/R	Sign	Act	File

Form 734-3122

9247

PRO 6-2

HIGHWAY DIVISION

Frank Low, Federal Aid Coordinator
Right-of-Way

February 1, 1980

D. H. Moehring
Asst. State Highway Engineer

Bear Creek Overflow
Coquille-Bandon Highway
Coos County

State funds in the amount of $2,500 are authorized to purchase the above subject file.

In order to keep this section eligible for future Federal Aid on construction, it will be necessary to document this purchase in accordance with FHPM 7-7-2.

This is a Fiscal Year 1980 expenditure; if the expense overruns the estimate, please request additional authorization.

Prefix 106-2052 should be used for this expense.

RU:fkc

cc: Benny Vaughn
Cliff Laux

ROW 12

STATE OF OREGON **INTEROFFICE MEMO**

Highway — DEPT. 378-6266 — TELEPHONE

TO: D. H. Moehring, Assistant
State Highway Engineer

DATE: February 1, 1980

FROM: F. C. Lowe F. C. Lowe
Condemnation/Federal Aid Coordinator

SUBJECT: Bear Creek Overflow Section
Coquille-Bandon Highway
Coos County

We have received one file on the above HBR Project that is scheduled for a Fiscal 2nd Quarter Letting of 1981. The acquisition of this right-of-way is estimated at $2,500 and does not require a relocation or moving allowance.

Please program the acquisition of the necessary right-of-way with the Federal Highway Administration. The file required for this project is 50859 as shown on map 2B-9-2.

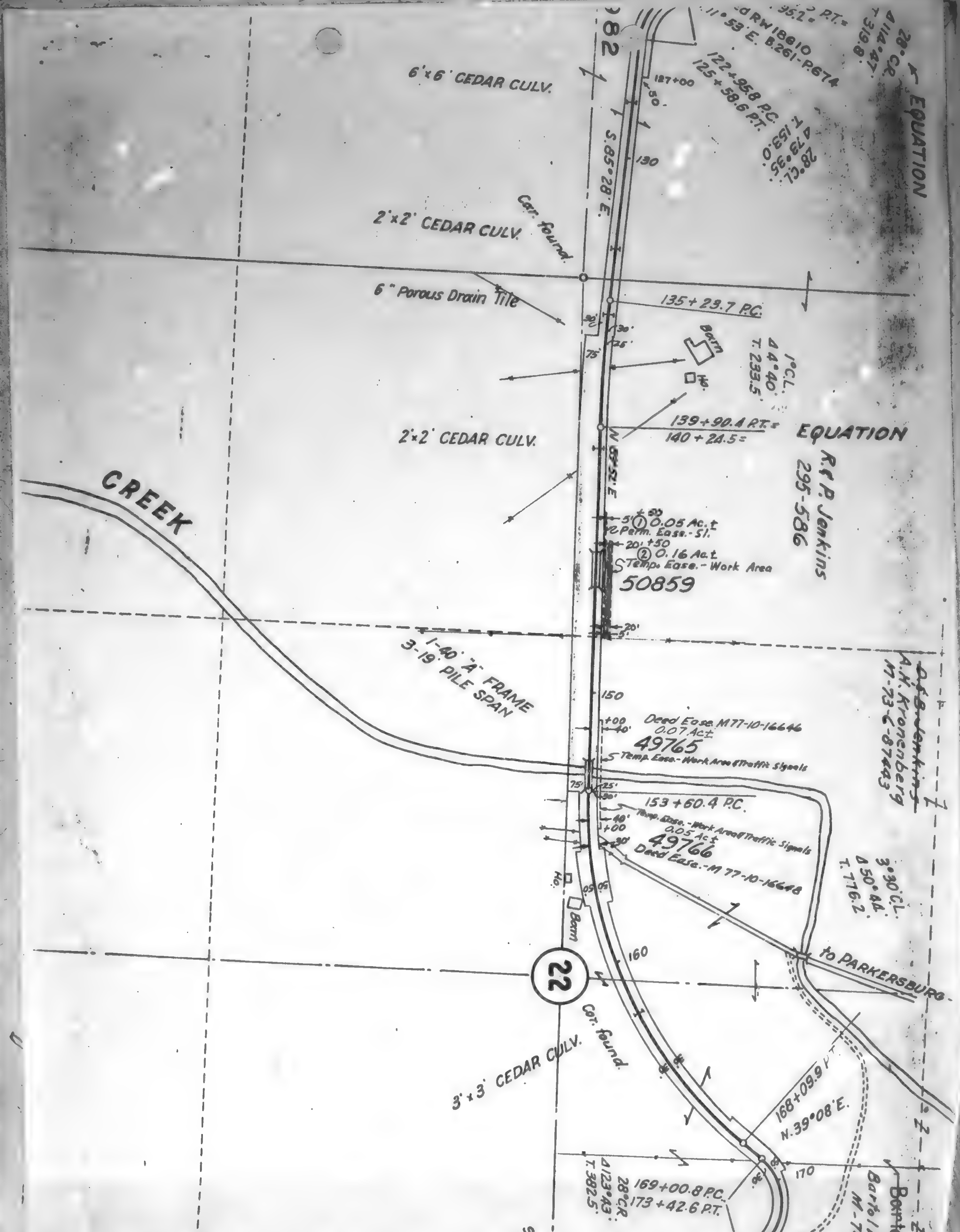
FCL:jk

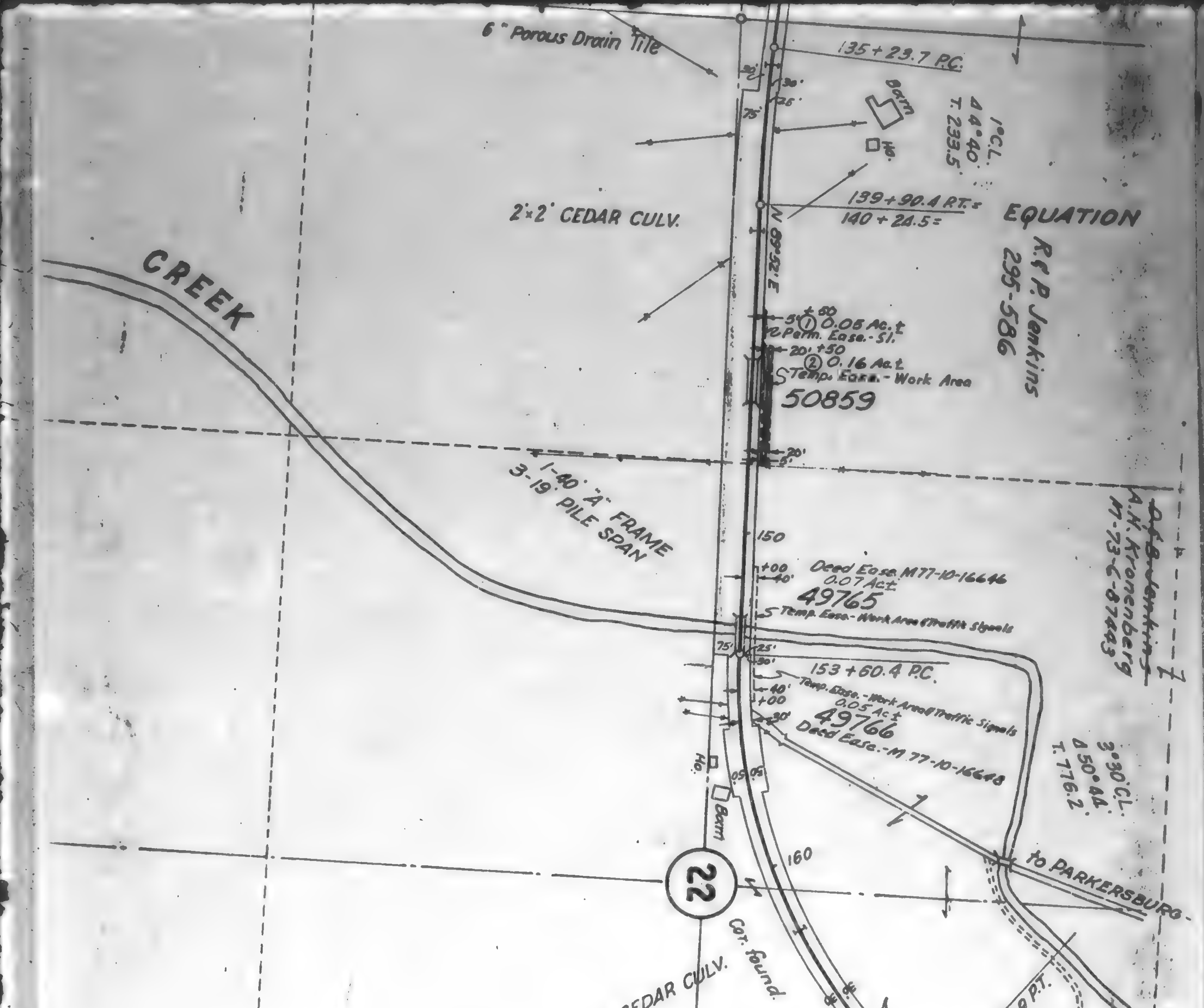
2/1/80
Recommend we
use State funds DES

OK DHMoehring

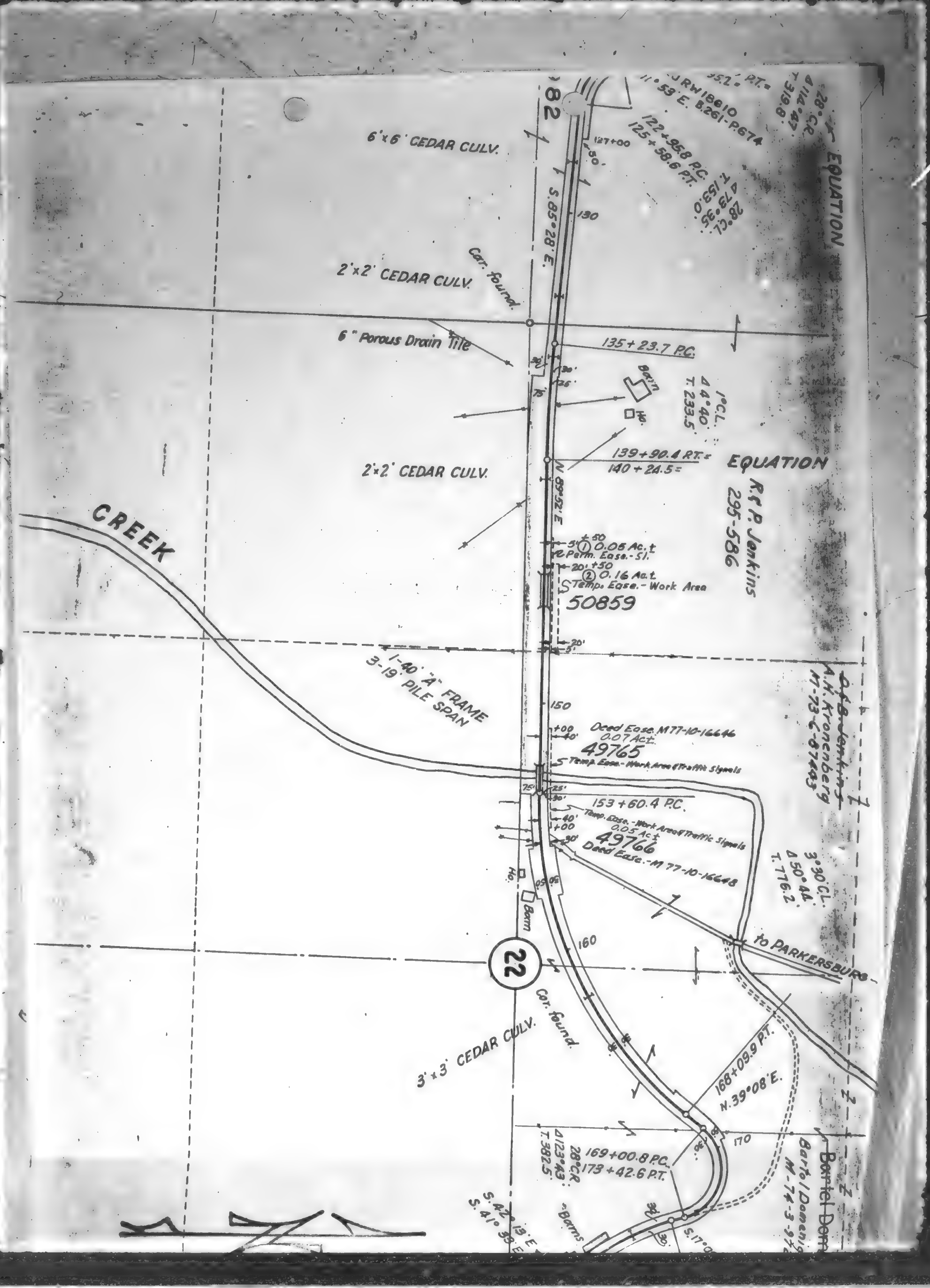
prefix
106-2052

PROJECT MANAGEMENT BRANCH
ASHE ☐ STE ☐
PLE ☐ RE ☐ PRE ☐
FEB 1 1980
REFERRED TO ____________
FOR ____________
FILE: PM FA LG.

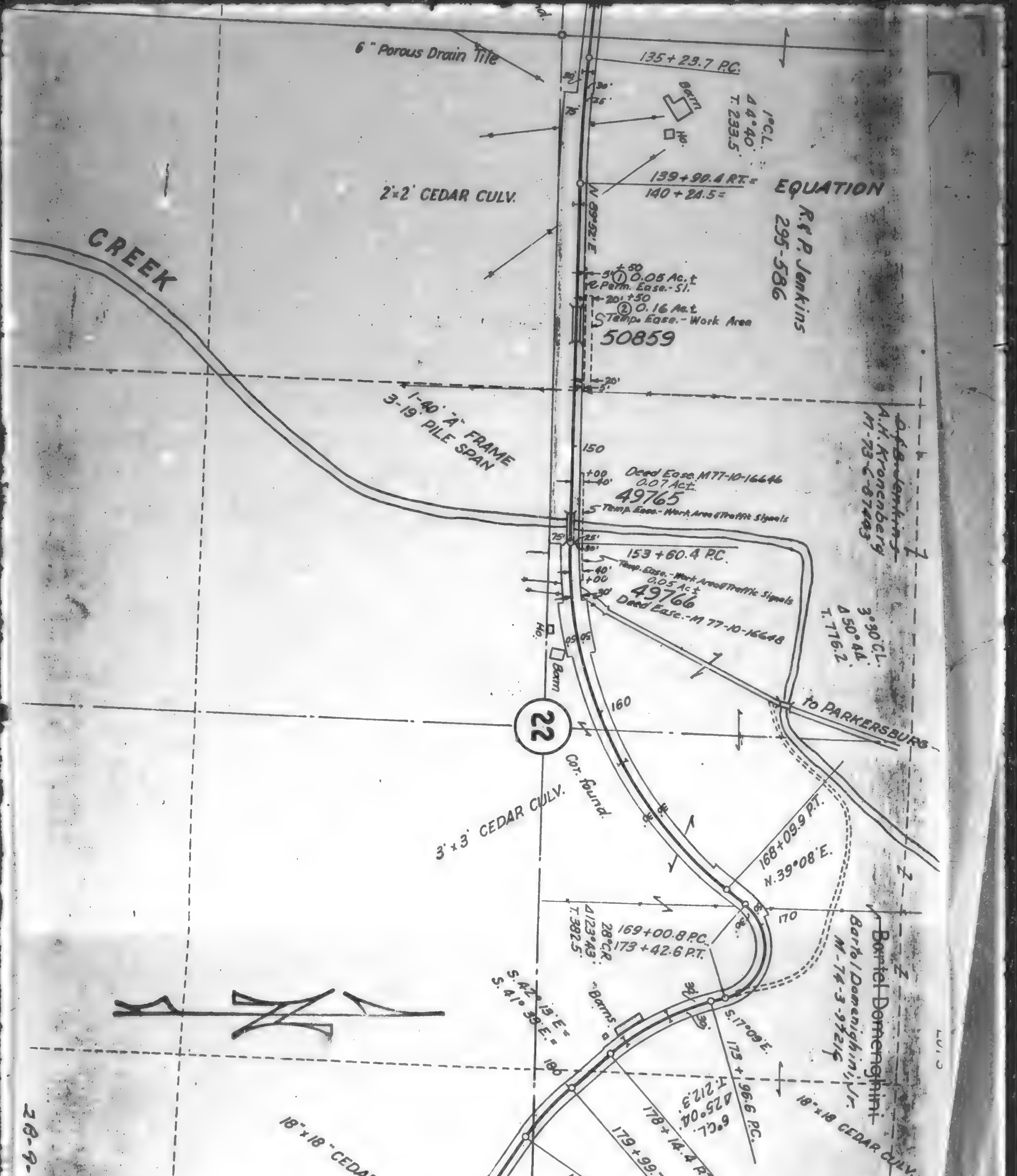

82
6'x6' CEDAR CULV.
127+00
50
130
S.85°28'E.
ꓷRW18610
11°53'E. B.261-P.674
95.2= P.T.=
122+95.8 P.C.
125+58.6 P.T.
28°C.L.
Δ73°35'
T. 153.0
28°C.R.
Δ114°47'
T. 319.8
EQUATION
Cor. found.
2'x2' CEDAR CULV.
6" Porous Drain Tile
135+23.7 P.C.
30'
30'
25'
75'
Barn
1°C.L.
Δ4°40'
T. 233.5
139+90.4 P.T.=
140+24.5=
EQUATION
R.&P. Jenkins
295-586
2'x2' CEDAR CULV.
N.89°52'E.
CREEK
+50
5' ① 0.05 Ac.±
Perm. Ease.-Sl.
20' +50
② 0.16 Ac.±
Temp. Ease.-Work Area
50859
20'
5'
1-40' "A" FRAME
3-19' PILE SPAN
~~O.F. Jenkins~~
A.H. Kronenberg
M-73-C-87443
150
+00
40'
Deed Ease. M77-10-16646
0.07 Ac.±
49765
Temp. Ease.-Work Area & Traffic Signals
75'
25'
30'
153+60.4 P.C.
Temp. Ease.-Work Area & Traffic Signals
0.05 Ac.±
49766
Deed Ease.-M 77-10-16648
40'
+00
30'
Ho.
05
05
Barn
3°30'C.L.
Δ50°44'
T. 776.2
160
22
to PARKERSBURG
Cor. found.
3'x3' CEDAR CULV.
168+09.9 P.T.
N.39°08'E.
170
30'
30'
30'
28°C.R.
Δ123°43'
T. 382.5
169+00.8 P.C.
173+42.6 P.T.
S.42°13'E.=
S.41°33'E.
Barns
S.17°0
Barto/Domenig
M-74-3-97
Bartel Dom

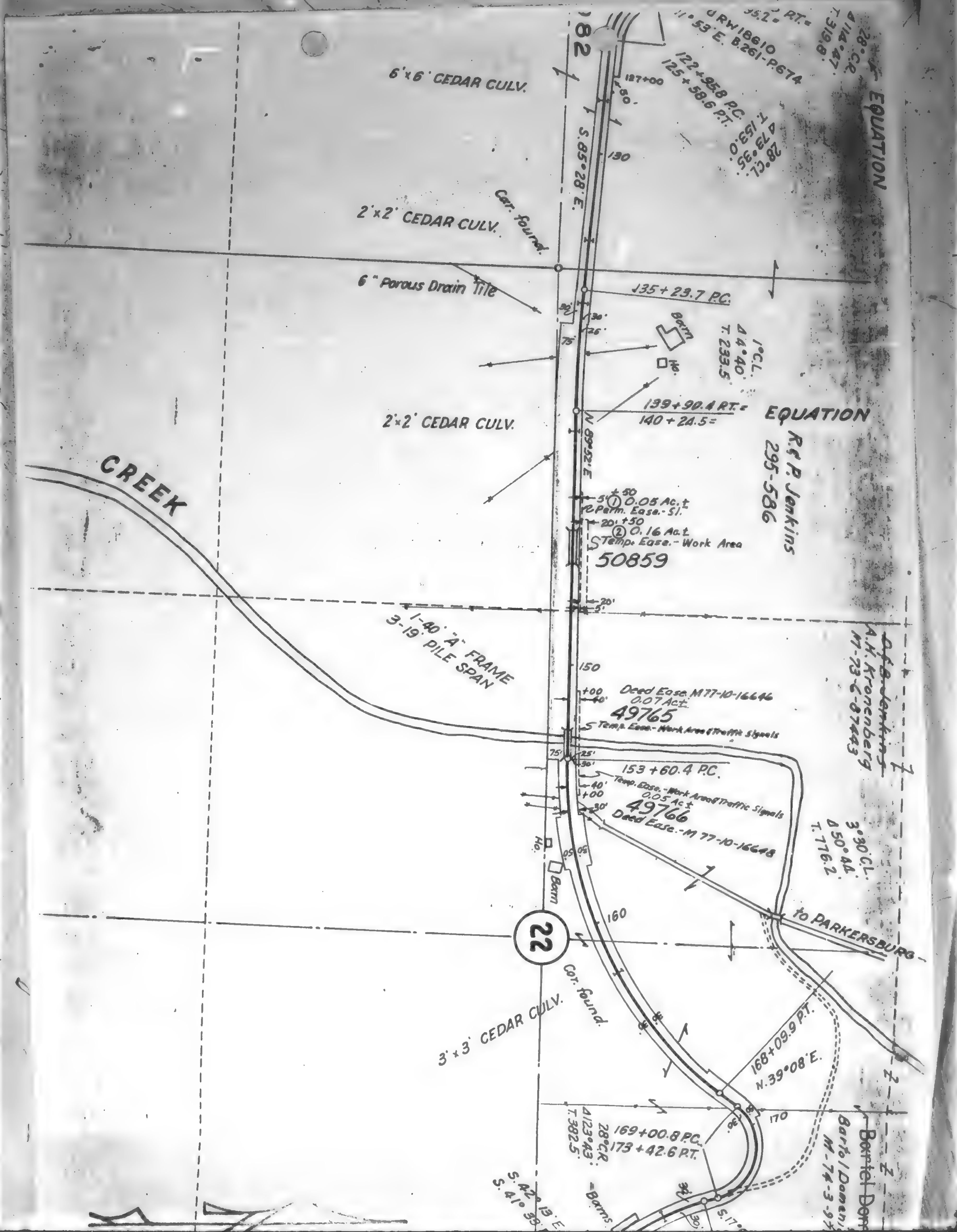


6" Porous Drain Tile
135+23.7 P.C.
Barn
1°C.L.
Δ4°40'
T. 233.5'
2'×2' CEDAR CULV.
139+90.4 P.T.=
140+24.5=
EQUATION
R.&P. Jenkins
295-586
N 89°52' E
CREEK
+50
① 0.05 Ac.±
Perm. Ease.-Sl.
20' +50
② 0.16 Ac.±
Temp. Ease.-Work Area
50859
20'
5'
1-40' "A" FRAME
3-19' PILE SPAN
~~D.&B. Jenkins~~
A.H. Kronenberg
M-73-6-87443
150
+00
40'
Deed Ease. M77-10-16646
0.07 Ac.±
49765
Temp. Ease.-Work Area & Traffic Signals
75'
25'
30'
153+60.4 P.C.
40'
+00
Temp. Ease.-Work Area & Traffic Signals
0.05 Ac.±
49766
Deed Ease.-M77-10-16648
3°30' C.L.
Δ50°44'
T. 776.2'
Barn
160
22
to PARKERSBURG
Cor. found
3'×3' CEDAR CULV.
168+09.9 P.T.
N.39°08'E.
170
~~Bartel Demenghini~~
Bartol Domenighini, Jr.
M-74-3-97216
169+00.8 P.C.
173+42.6 P.T.
28°C.R.
Δ123°43'
T.382.5'
S.42°13'E.=
S.41°53'E.=
Barns
S.17°09'E.
173+96.6 P.C.
6°C.L.
Δ25°04'
T.212.3'
178+14.4 P.T.
179+99.7 P.C.
182+38.9 P.T.
Δ14°
T.120.2
180
18"×18" CEDAR CULV.
18"×18" CEDAR CULV.
18"×18" CED
18" C
18"×18"
2-9-02



82
J RW 18810
11°53' E. B.261-P.674
95.2' P.T.=
28° C.R.
Δ114°47'
T.319.8
EQUATION
122+95.8 P.C.
125+58.6 P.T.
28° C.L.
Δ73°35'
T.153.0
127+00
50'
130
6'x6' CEDAR CULV.
S.85°28' E.
2'x2' CEDAR CULV.
Cor. found.
6" Porous Drain Tile
135+23.7 P.C.
30'
25'
75'
Barn
Ho.
1° C.L.
Δ4°40'
T.233.5
139+90.4 P.T.=
140+24.5=
EQUATION
2'x2' CEDAR CULV.
N.89°52' E.
R. & P. Jenkins
295-586
CREEK
+50
5' ① 0.08 Ac.±
Perm. Ease.-Sl.
20' +50
② 0.16 Ac.±
Temp. Ease.- Work Area
50859
20'
5'
~~O. B. Jenkins~~
A.H. Kronenberg
M-73-6-87493
1-40' "A" FRAME
3-19' PILE SPAN
150
+00
40'
Deed Ease. M77-10-16646
0.07 Ac.±
49765
5 Temp. Ease.-Work Area & Traffic Signals
75'
25'
30'
153+60.4 P.C.
40'
+00
30'
Temp. Ease.-Work Area & Traffic Signals
0.05 Ac.±
49766
Deed Ease.-M 77-10-16648
3°30' C.L.
Δ50°44'
T.776.2
Ho.
Barn
95
95
to PARKERSBURG
160
22
Cor. found.
3'x3' CEDAR CULV.
168+09.9 P.T.
N.39°08' E.
170
Δ123°43'
T.382.5
28° C.R.
169+00.8 P.C.
173+42.6 P.T.
S.42°13' E.
S.41°33' E.
Barns
30'
30'
S.17°0
Bartol/Domenic
M-74-3-97
Bartol Dom


6" Porous Drain Tile
135+23.7 P.C.
Barn
Ho.
1°C.L.
Δ4°40'
T.233.5
139+90.4 P.T.=
140+24.5=
EQUATION
R.& P. Jenkins
295-586
2'x2' CEDAR CULV.
N.89°52'E.
CREEK
① 0.05 Ac.±
Perm. Ease.-Sl.
② 0.16 Ac.±
Temp. Ease.-Work Area
50859
1-40' "A" FRAME
3-19' PILE SPAN
150
Deed Ease. M77-10-16646
0.07 Ac.±
49765
Temp. Ease.-Work Area & Traffic Signals
153+60.4 P.C.
Temp. Ease.-Work Area & Traffic Signals
0.05 Ac.±
49766
Deed Ease.-M77-10-16648
~~O.&B. Jenkins~~
A.H. Kronenberg
M-73-C-87403
3°30'C.L.
Δ50°44'
T.776.2
Ho.
Barn
160
22
to PARKERSBURG
Cor. found
3'x3' CEDAR CULV.
168+09.9 P.T.
N.39°08'E.
170
28°C.R.
Δ123°43'
T.382.5
169+00.8 P.C.
173+42.6 P.T.
Bartol Domenighini
Bartol Domenighini, Jr.
M-74-3-97216
Barns
S.42°13'E.=
S.41°33'E.=
S.17°09'E.
173+96.6 P.C.
6°C.L.
Δ25°04'
T.212.3
178+14.4 P.T.
179+99.7 P.C.
182+38.9 P.T.
6°
Δ14°02'
T.120.2
180
18"x18" CEDAR CULV.
18"x18" CEDAR CULV.
18"x18" CED
18"x18"
18" CE
28-9-2


82
95.2 = RT. =
RW18610
11°53' E. B.261-P.674
28°C.R.
Δ114°47'
T. 319.8
122+95.8 P.C.
125+58.6 P.T.
28°C.L.
Δ73°35'
T. 153.0
EQUATION
6"x6" CEDAR CULV.
127+00
50'
S. 85°28' E.
130
Cor. found.
2'x2' CEDAR CULV.
6" Porous Drain Tile
135+23.7 P.C.
30'
25'
75'
Barn
Ho.
1°C.L.
Δ4°40'
T. 233.5
139+90.4 RT. =
140+24.5 =
EQUATION
N. 89°52' E.
2'x2' CEDAR CULV.
R.& P. Jenkins
295-586
CREEK
+50
5' ① 0.05 Ac.±
Perm. Ease.-Sl.
20' +50
② 0.16 Ac.±
Temp. Ease.-Work Area
50859
20'
5'
1-40' "A" FRAME
3-19' PILE SPAN
150
+00
40'
Deed Ease. M77-10-16646
0.07 Ac.±
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75'
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30'
153+60.4 P.C.
40'
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Temp. Ease.-Work Area & Traffic Signals
0.05 Ac.±
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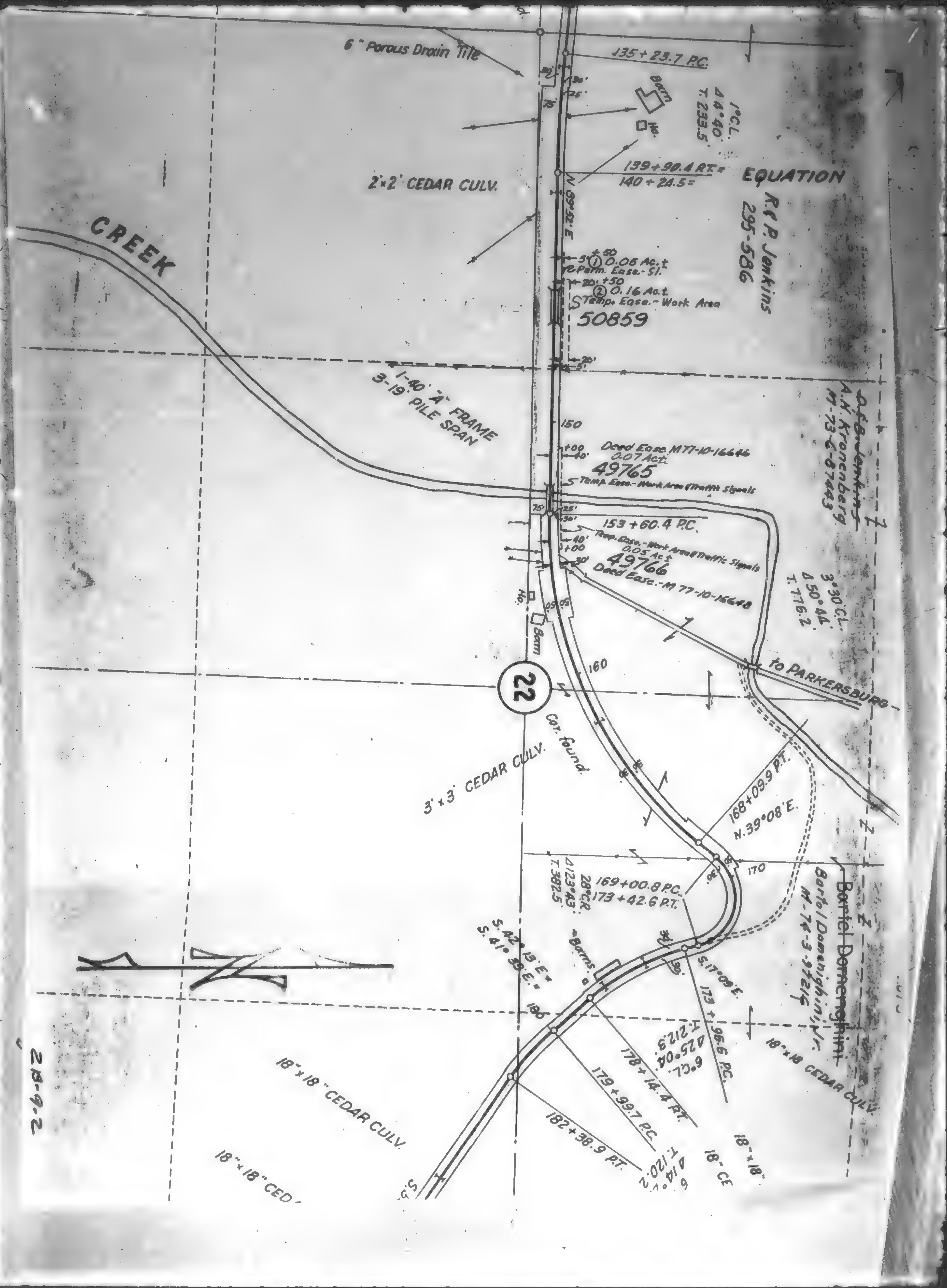
30'
Deed Ease.-M 77-10-16648
~~A.& B. Jenkins~~
A.H. Kronenberg
M-73-6-87443
3°30' C.L.
Δ50°44'
T. 776.2
Ho.
05
Barn
160
22
to PARKERSBURG
Cor. found.
3'x3' CEDAR CULV.
168+09.9 P.T.
N. 39°08' E.
170
30'
169+00.8 P.C.
173+42.6 P.T.
28°C.R.
Δ123°43'
T. 382.5
S. 42°13' E.
S. 41°35'
Barns
30'
S. 17°
Bartol/Domeni
M-74-3-97
Bartel Dom


6" Porous Drain Tile
135+23.7 P.C.
Barn
Ho.
1°C.L.
Δ4°40'
T. 233.5
2'×2' CEDAR CULV.
139+90.4 P.T.=
140+24.5=
EQUATION
N.89°52' E.
R. & P. Jenkins
295-586
CREEK
+50
① 0.05 Ac.±
Perm. Ease.-Sl.
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② 0.16 Ac.±
Temp. Ease.- Work Area
50859
1-40' "A" FRAME
3-19' PILE SPAN
150
+00
Deed Ease. M77-10-16646
0.07 Ac.±
49765
Temp. Ease.- Work Area & Traffic Signals
~~O. & B. Jenkins~~
A.H. Kronenberg
M-73-6-87443
75'
25'
30'
153+60.4 P.C.
40'
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Temp. Ease.-Work Area & Traffic Signals
0.05 Ac.±
49766
Deed Ease.-M 77-10-16648
3°30' C.L.
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Barn
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to PARKERSBURG
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168+09.9 P.T.
N.39°08' E.
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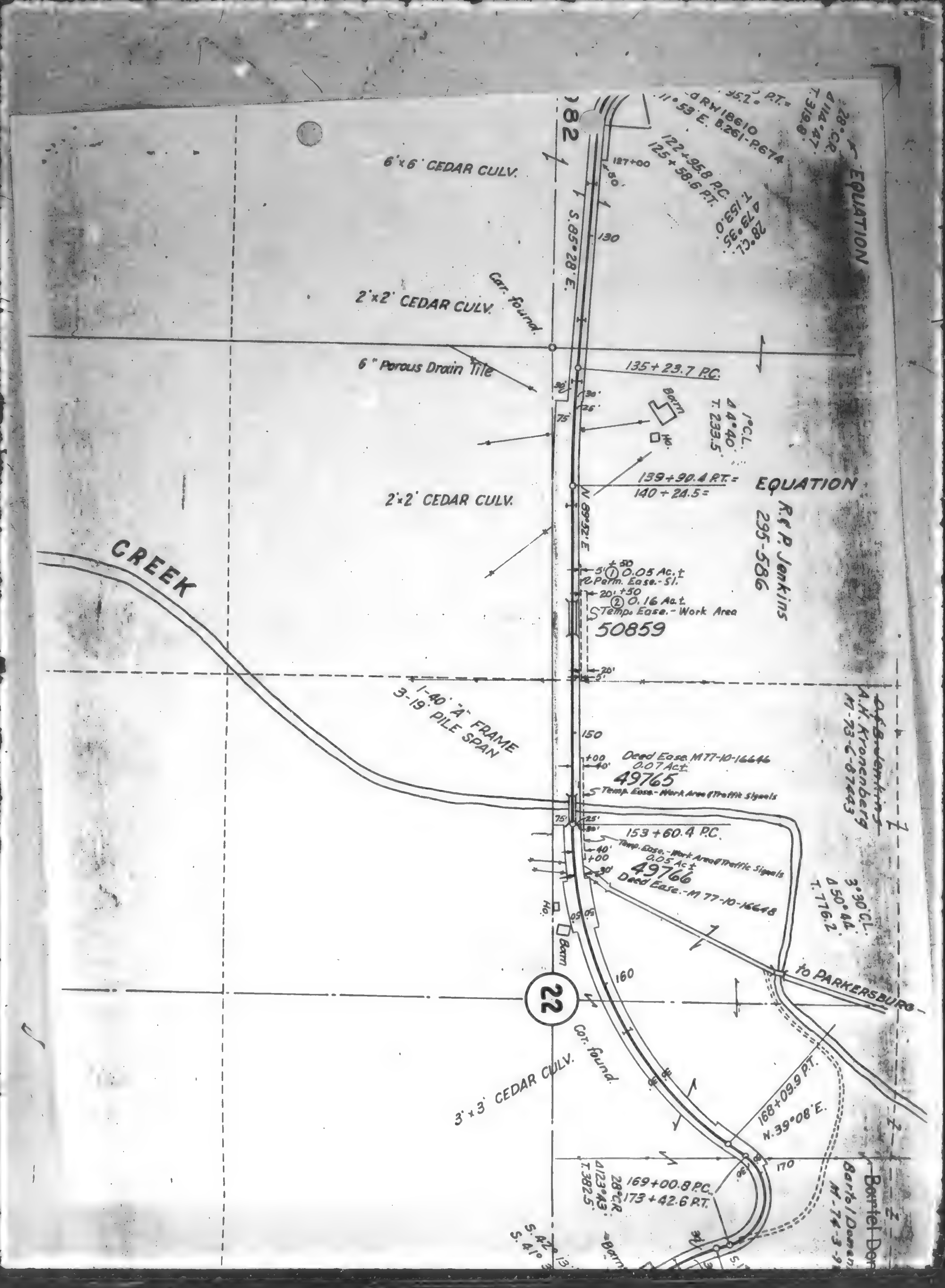
T. 382.5
169+00.8 P.C.
173+42.6 P.T.
~~Bartel Domenighini~~
Bartol Domenighini, Jr.
M-74-3-97216
Barns
S.42°13' E.=
S.41°39' E.=
S.17°09' E.
173+96.6 P.C.
6°C.L.
Δ25°04'
T. 212.3
18"×18" CEDAR CULV.
180
178+14.4 P.T.
179+99.7 P.C.
182+38.9 P.T.
6°
Δ14°
T. 120.2
18"×18" CEDAR CULV.
18"×18" CED
18" CE
18"×18"
2-6-82


82
6'x6' CEDAR CULV.
2'x2' CEDAR CULV.
6" Porous Drain Tile
2'x2' CEDAR CULV.
CREEK
1-40' "A" FRAME
3-19' PILE SPAN
3'x3' CEDAR CULV.
Cor. found.
Cor. found.
S.85°28'E.
127+00
50'
130
95.2 P.T.=
RW18610
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28°C.L.
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EQUATION
135+23.7 P.C.
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Ho.
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EQUATION
N.89°52'E
R.&P. Jenkins
295-586
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5'
① 0.05 Ac.±
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Temp. Ease.-Work Area
50859
20'
5'
~~D.&B. Jenkins~~
A.H. Kronenberg
M-73-C-87443
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Deed Ease. M77-10-16646
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49765
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Temp. Ease.-Work Area & Traffic Signals
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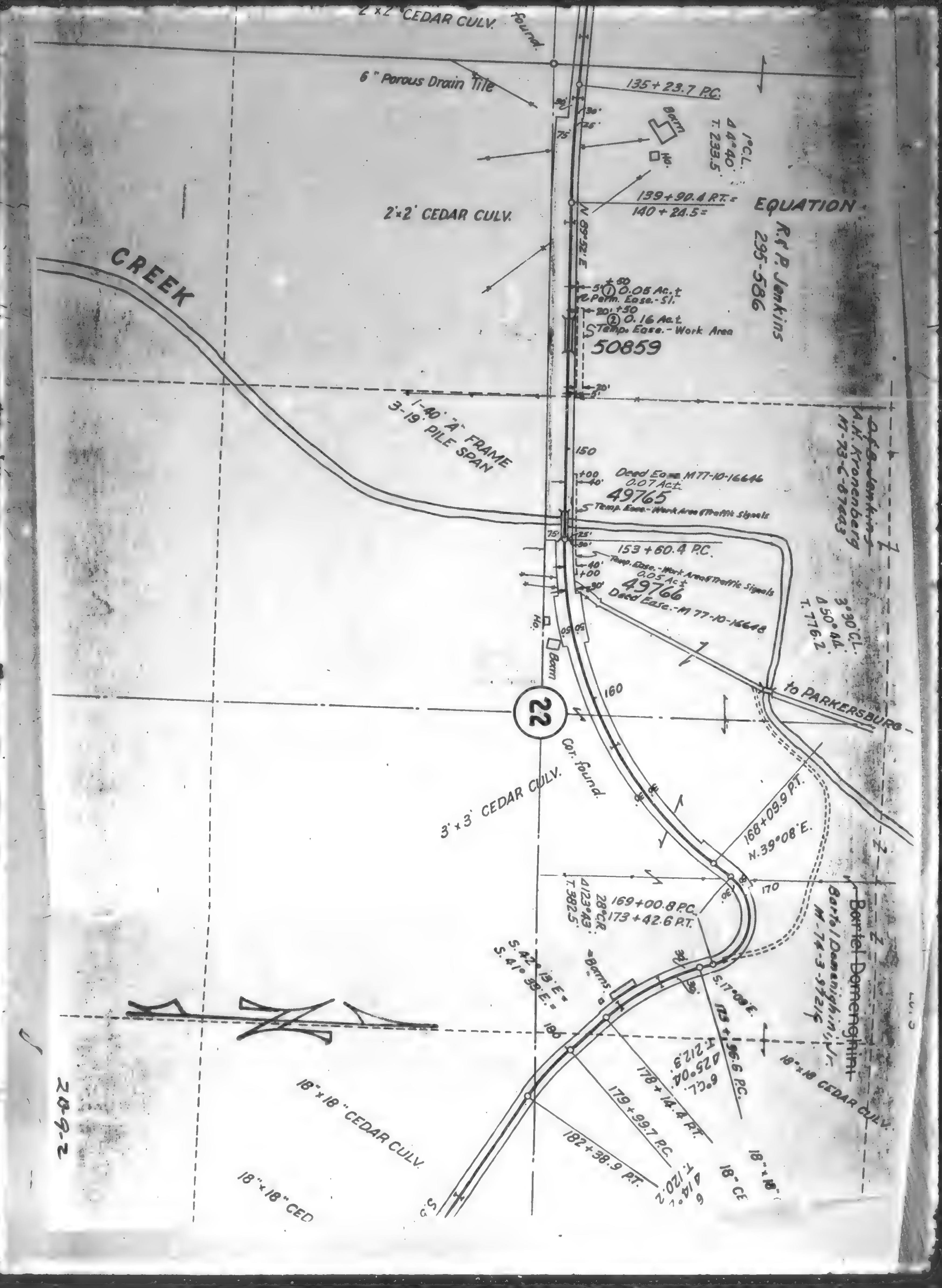
49766
30'
Deed Ease.-M 77-10-16648
3°30'C.L.
Δ50°44'
T.776.2'
Ho.
05
05
Barn
22
160
to PARKERSBURG
168+09.9 P.T.
N.39°08'E.
170
169+00.8 P.C.
173+42.6 P.T.
28°C.R.
Δ123°43'
T.382.5'
S.42°13'
S.41°
Barn
Bartel/Damen
M-74-3-9
Bartel Der


2×2' CEDAR CULV.
found.
6" Porous Drain Tile
135+23.7 P.C.
30'
30'
25'
75'
Barn
Ho.
1°C.L.
Δ 4°40'
T. 233.5'
139+90.4 P.T.=
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EQUATION
2'×2' CEDAR CULV.
N 89°52' E
R. & P. Jenkins
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Deed Ease.-M 77-10-16648
~~A.f.B. Jenkins~~
A.H. Kronenberg
M-73-6-87443
3°30' C.L.
Δ 50°44'
T. 776.2'
Ho.
05
05
Barn
160
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168+09.9 P.T.
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~~Bartel Domenighini~~
Bartol Domenighini, Jr.
M-74-3-97216
169+00.8 P.C.
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28°C.R.
Δ123°43'
T. 382.5'
S.42°19'E.
S.41°33'E.
Barns
30'
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175+96.6 P.C.
6°C.L.
Δ25°04'
T. 212.3'
180
18"×18 CEDAR CULV.
178+14.4 P.T.
179+99.7 P.C.
182+38.9 P.T.
6°
Δ14°
T. 120.2'
18" CE
18"×18"
18"×18" CEDAR CULV.
18"×18" CED
20-9-2

9247 2

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
Room 306, State Library Building
Salem, Oregon 97310, Phone: 378-3732
Toll Free Number - 1-800-452-7813

STATE A-95 REVIEW CONCLUSIONS

noted H. S. COULTER

APPLICANT: OR DOT HWY DIV

PROJECT TITLE: Bear Creek Overflow Bridge #1097

DATE: December 27, 1979

The state has reviewed your project and reached the following conclusions:

☒ No significant conflict with the plans, policies or programs of state government have been identified ~~and your proposal is endorsed as presented~~.

☒ Relevant comments of state agencies are attached and should be considered in the final design of your proposal.

☐ Potential conflicts with the plans and programs of the state agency(s) have been satisfactorily resolved. No significant issues remain.

☐ Significant conflicts with the plans, policies or programs of state government have been identified and remain unresolved. The final proposal has been reviewed and the final comments and recommendations of the state are attached.

RECEIVED
STATE HWY ENGR
DEC 31 '79
REFER TO
FOR

Info	Inves	R/D	D/R	Sgn	Act	File
						✓

Attachment

cc: G. L. Green
H. S. Coulter
F. E. Terpin
J. B. Boyd
J. H. Versteeg
Gary Potter
W. J. Hart
Aeronautics Division
B. L. Gifford
A. Shirley, Reg. 3
B. E. Brown, Dist. 7

NOTICE TO FEDERAL AGENCY

The following is the officially assigned State Identifier Number:

7911 2 680

This number should be used on all correspondence and particularly on SF 240 as required by OMB A-98.

11-20-79

BEN GIFFORD

A copy of this notification and attachments, if any, must accompany your application to the federal agency as required by OMB A-95. Comments of the appropriate local reviewing agencies will be submitted to you separately and must also be included.

PNRS #2

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
Room 306, State Library Building
Salem, Oregon 97310, Phone: 378-3732

RECEIVED
NOV 30 1979
DIVISION OF STATE LANDS

P N R S - STATE REVIEW

Project #: 7911 2 680 Due Date: DEC 21 1979

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have comment and the file will be closed

---

PROGRAM REVIEW AND COMMENT

To State Clearinghouse: We have reviewed the subject Notice and have reached the following conclusions on its relationship to our plans and programs:

( ) It has no adverse effect.

( ) We have no comment.

( ) Effects, although measurable, would be acceptable.

( ) It has adverse effects. (Explain in Remarks Section)

( ) We are interested but require more information to evaluate the proposal. (Explain in Remarks Section)

( ) Please coordinate the implementation of the proposal with us.

( ) Additional comments for project improvement. (Attach if necessary)

If the project would require the removal, fill or alteration of 50 cubic yards or more of material within the banks of the waterway(s), we urge the applicant to apply for state fill or removal permits well in advance of construction deadlines to prevent unnecessary project delays. Specific information on the need for permits may be obtained from the Division of State Lands' office at 1445 State Street, Salem, OR 97310. Phone 378-3805.

Thank you for the opportunity to comment on this project.

Agency Lands By

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
Room 306, State Library Building
Salem, Oregon 97310, Phone: 378-3732

INTERGOVERNMENTAL RELATIONS DIVISION
DEC 19 1979

P N R S STATE REVIEW

Project #: 7911 2 680 Due Date: DEC 21 1979

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have comment and the file will be closed

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( ) We are interested but require more information to evaluate the proposal. (Explain in Remarks Section)

(X) Please coordinate the implementation of the proposal with us.

( ) Additional comments for project improvement. (Attach if necessary)

REMARKS (Please type or print legibly)

The Oregon Department of Fish and Wildlife has no objection to the Department of Transportation's funding request for the Bear Creek Overflow Bridge #1097. However, if there is any in-water work the project should be closely coordinated with our district fish biologist, Bill Mullarkey. He can be contacted at 300 - 5th Street Bay Park, Coos Bay, Oregon 97420, telephone number 269-1200.

We appreciate the opportunity to review and comment on this project.

Agency Fish & Wildlife By
12/17/79 Environmental Management

9241

4

(#2)

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

November 20, 1979

In Reply Refer to
File No.: PRO 6-5

TO

Executive Department
Federal Aid Coordination Unit

Coos-Curry Council of Governments
P.O. Box 647
1975 McPherson Street North
North Bend, OR 97459

D E Swan

FROM

D. E. Swan
Operation Programming Engineer

SUBJECT

Notice of Intent for Federal Aid Funds
State Admin. Dist. No. 7
Section: Bear Creek Overflow Bridge #1097
Highway: Coquille-Bandon
County: Coos

NOTED
H. S. COULTER

In accordance with Executive Memorandum 02-270-20, attached are copies of the Notices of Intent for the subject project.

Early programming of this project for advance planning in anticipation of future construction is necessary; therefore, your prompt attention to this proposal will be appreciated.

Allowing time for your review, we estimate the date of filing for federal aid funds on this project to be December 20, 1979.

BLG:dmc
Attachments
cc: G. L. Green, FHWA
H. S. Coulter ✓
F. E. Terpin
J. B. Boyd (2)
J. H. Versteeg
Gary Potter
W. J. Hart
Reg. 3 Engr: A. Shirley, Jr.
Dis. 7 Engr: B. E. Brown
Aeronautics Division
David Powers, Parks
B. L. Gifford

RECEIVED
STATE HWY ENGR
NOV 28 '79
REFER TO

FOR

Info	Inves	R/D	D/R	Sign	Act	File
						✓

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

NOTIFICATION OF INTENT TO APPLY FOR FEDERAL AID

For Internal Use Only	1-8] PNRS #	Page One

02	12] APPLICANT [45 Dept. of Transportation	46] DIVISION [79 Highway		
03	12] APPLICANT ADDRESS STREET [45 ODOT Building	46] CITY [60 Salem	76] ZIP [80 97310	
04	12] CONTACT PERSON [45 D. H. Moehring	46] AREA CODE [48 503	49] PHONE [55 378	56] EXTENSION [59 6563
01	12] PROJECT TITLE [71 Bear Creek Overflow Bridge #1097			
11	12] PROJECT LOCATION—CITY Coquille-Bandon	PROJECT LOCATION—COUNTY Coos	PROJECT LOCATION [79 SEC: T: R:	

SUMMARY PROJECT DESCRIPTION (ATTACH SUPPORTING DOCUMENTS AS NECESSARY—SEE INSTRUCTIONS ON BACK)

05 The project is located in a rural setting between Coquille and Bandon on the

06 12] Coquille-Bandon Highway at M.P. 2.91. The proposal will remove the existing structure and replace it with a new concrete structure. Some grading and [71

07 12] paving work will be necessary to complete the approaches to the new bridge. [71

08 12] [71

09 12] [71

10 12] [71

12	AMOUNT REQUESTED—FEDERAL FUNDS		NON-FEDERAL MATCHING FUNDS		OTHER	TOTAL
	12] (A) Grant [19	20] (B) Other [27	28] (C) State [35	36] (D) Local [43	44] (E) FUNDS [51	52] (F) FUNDS [60
	272,800		68,200			341,000

13	12] TYPE OF OTHER FEDERAL FUNDS (See 12B) [45	46] TYPE OF OTHER NON-FEDERAL FUNDS (See 12E) [79
14	12] FEDERAL PROGRAM TITLE [71 Title 23 USC Highways	
15	12] FEDERAL AGENCY NAME [45 U.S. Dept. of Transportation	46] FEDERAL SUB-AGENCY NAME [79

17 **(A) TYPE OF APPLICANT:** (Check (X) the single most applicable box)

STATE ☒ 12 INTER-STATE ☐ 13 COUNTY ☐ 14 CITY ☐ 15 SCHOOL DISTRICT ☐ 16 SPECIAL DISTRICT ☐ 17 COMMUNITY ACTION ☐ 18 SPONSORED ORGANIZATION ☐ 19 OTHER ☐ 20

(B) TYPE OF ACTION: (Check (X) as many boxes as apply to this action)

NEW GRANT ☒ 21 CONT. GRANT ☐ 22 SUPPL'T GRANT ☐ 23 INCREASE DURATION ☐ 24 DECREASE DURATION ☐ 25 CANCELLATION ☐ 26 INCREASE DOLLARS ☐ 27 DECREASE DOLLARS ☐ 28

(C) **HAS DISTRICT CLEARINGHOUSE BEEN NOTIFIED?** Yes ☒ 29 No ☐ 30 Date: Nov. 20, 1979

(D) REVIEW REQUIRED by A-95 Yes ☒ 31 No ☐ 32

(E) ENVIRONMENTAL IMPACT Yes ☐ 33 No ☒ 34

(F) HOUSING RELOCATION REQUIRED Yes ☐ 35 No ☒ 36

(G) ESTIMATED APPLICATION FILING DATE:	41] MONTH [42 Dec.	43] DAY [44 20	45] YEAR [46 1979

ADDITIONAL INFORMATION—ALL APPLICANTS

I. A. Is the project consistent with the city or county comprehensive plan, zoning and subdivision ordinance? No ☐ Yes ☒

I. B. Is the proposal consistent with statewide land use goals? No ☐ Yes ☒

I. C. Is the proposal consistent with state and regional plans? No ☐ Yes ☒

II. Will the project have an impact on a neighboring jurisdiction? No ☒ Yes ☐

If so, is the project consistent with the comprehensive plan for that jurisdiction? No ☐ Yes ☐

III. Explain deviations if any, from pertinent plans.

IV. Federal Catalog number (or Public Law no. and title) 20.205 Highway Planning & Construction

V. Has funding agency been notified? No ☐ Yes ☒ Date: Nov. 20, 1979

VI. If project includes state funds (12C), identify agency Highway

STATE AGENCIES ONLY

VIII. (a) IS PROGRAM BUDGETED ☐ NON-BUDGETED ☐

(b) STATE SHARE

GENERAL FUND CASH	OTHER FUND CASH	IN KIND
$	$	$

(c) FUNDING METHOD

	FEDERAL SHARE		STATE SHARE		TOTAL	
First Year	%	$	%	$	%	$
Second Year	%	$	%	$	%	$
Third Year	%	$	%	$	%	$

(d) WILL PROGRAM REQUIRE HIRING OF NEW STATE EMPLOYEES? No ☐ Yes ☐ Number

(e) Will accounting for this grant be administered by the Executive Dept. Accounting Division? Yes ☐ No ☐

PLEASE ATTACH ANY ADDITIONAL NARRATIVE OR REMARKS

This is a Category 3 Project of Non Major environmental impact under Oregon's Action Plan.

OREGON STATE HIGHWAY DIVISION
PROJECT ASSESSMENT

BRF-50(-)

PART 1. GENERAL INFORMATION

A. Project Identification:

Date November 13, 1979

Section Bear Creek Overflow Bridge #1097

Unit (if appl) NA

County Coos

City East of Bandon

Highway Coquille - Bandon

State Hwy. No. 244

Termini: M.P.(if appl) 2.91

Length 300+ feet

Region III

Construction Estimate 341,000
Program Amount

B. Purpose of Project:

Replacement of the old wooden structure with a prestressed concrete structure.

C. Origin & History of Project:

The present wooden structure was constructed in 1925 and is in a deteriorating condition. Temporary repairs have been made to enable the bridge to carry present traffic. The bridge is currently No. 29 on the statewide bridge replacement list and has a sufficiency rating of 9.

D. General Description of Project:

The project is located in a rural setting between Coquille and Bandon on the Coquille - Bandon Highway at M.P. 2.91. The proposal will remove the existing structure and replace it with a new concrete structure. Some grading and paving work will be necessary to complete the approaches to the new bridge.

Alignment: New ______ Existing XXXX Combined ______

Typical Section: Existing: No. Lanes 2 ; Med. none ; Shldrs. yes ; Parking no

Proposed: No. Lanes 2 ; Med. none ; Shldrs. yes ; Parking no

Traffic: Existing Facility: Existing ADT 2,000 ; Projected ADT 3,800 ; Yr. 20

Existing Level of Service A

Proposed Facility: Projected ADT 3,800 ; Yr. 20

Projected Level of Service A

Right of Way: Additional anticipated yes ; if yes, give approx. No. Parcels 4
Yes, No

Acres 1± ; Type of Relocation Req. none ; No.

Materials Source, Borrow, Waste Disposal Requirements, if any:

Material will have to come from commercial sources. There will be some waste disposal, as the existing structure will have to be removed.

Type of Structure(s):

Prestressed concrete structure is proposed.

Brief Description of River or Stream and Type of Involvement, if any:

The proposed bridge will span the overflow channel from Bear Creek which has water flow in times of high water.

Local City, County or COG priorities of project:

not rated

FHWA and/or OSHD approvals given, if any:

on Bridge Replacement Priority List

Location or Design Alternatives (identify and describe):

Bridge will follow existing alignment and replace current structure.

Other Descriptive Information or Comments:

(Attach project sketch map.)

PART II. ENVIRONMENTAL ASSESSMENT

A. Brief Environmental Setting of Project Area:

1. Natural: The existing highway crosses a fairly level rural valley used for grazing and hay production. The existing highway is elevated six feet above the surrounding land. Bear Creek meanders along the easterly edge of this valley. The proposed roadbed gradient will be less than one precent. The proposed structure will not affect this setting, since this is only a replacement structure.

   Flora consists of indigenous species of both woody and herbaceous plants, which are located between the existing highway and the right of way fence. The woody plants range in size from saplings to 12-inch diameter at breast height and are 25 feet or less in height. These consist mostly of willows, blackberries, grasses and a few scattered lilac bushes are also in the area.

   Bear Creek drains a basin of approximately 23 miles and is a significant tributary of the lower Coquille River. It has anadromous fish, coho, steelhead and cutthroat and it also probably contains a modest population of resident trout and bullhead.

2. Cultural: The existing highway crosses a rural valley surrounded by rolling hills to the east and west. The present use is for agricultural purposes, mainly pasture land and hay fields.

   Noise within the project area is predominantly of traffic origin. The proposed structure will not change the noise level.

   Overhead utilities are located within the right of way, with the power company facilities on the right side and telephone facilities on the left side.

   No residences are in the more immediate project vicinity.

B. Preliminary Assessment of Environmental Impacts:

1. Consequences and Significance of Right-of-Way Acquisition:

No significant impact because of right of way acquisition.

2. Estimated Impact on Traffic Patterns:

Traffic will be hampered during construction. A detour will be provided through the work area during construction, which could result in minor delays to the traveling public. After construction, traffic patterns will return to the existing situation.

Consequences--Air Quality, Noise, Safety, etc.:

No anticipated air quality or noise level increase is expected. The new bridge will be wider than the existing, therefore, the safety aspect should be enhanced.

3. Estimated Impact on Land Use:

There will be no change is present land use.

Consequences:

4. Expected Impact on Natural Ecological Resources:

There will be temporary construction related impacts, chiefly clearing and grubbing of vegetation and burial of existing ground in the vicinity of the detour.

Consequences:

Most adverse effects will diminish in a few seasons.

5. Expected Impact on Cultural and Scenic Resources:

Most negative impacts are tied to construction and will cease with the completion of the project.

Consequences:

6. Preliminary Identification of Areas of Critical Concern:

At this stage, there is no critical area of concern except flooding of existing highway during peak runoff.

7. Potential for Controversial Issues:

None

8. Potential for Consistency of Proposal With:

a. Clean Air Implementation Plans

No conflict.

b. Noise Standards

A noise study is required. A Statewide Noise Study report may be applicable.

c. Water Quality Standards

No conflict.

d. Area Land Use and Transportation Plans, and Zoning

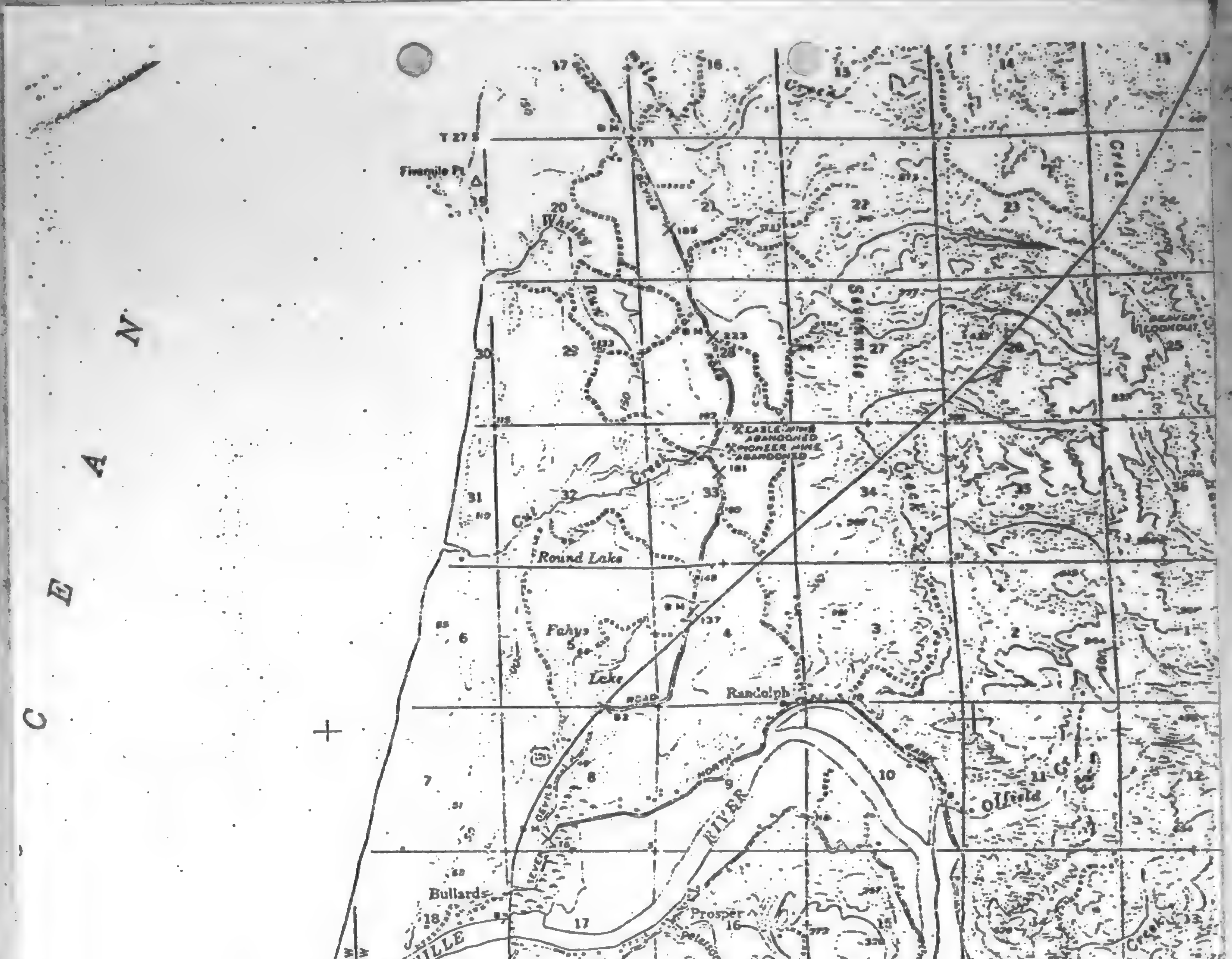
No conflict.

C. Recommended Type of Action and Documentation:

-------------MAJOR ACTION-----------------		----NON-MAJOR ACTION-----
SIGNIFICANT:	NON-SIGNIFICANT:	
____ D & FEIS	____ D & F Neg.Dec.	XXX ASSESSMENT ONLY
____ Section 4(f)	____ Section 4(f)	____ STATEWIDE ASSESSMENT

Basis for Type of Action and Documentation: Projects of this type are non-mahor actions according to FHPM 7-7-2, para. 10e.

D. Recommended Project Category: ____ 1 ____ 2 XXXX 3 ____ 4



C E A N
Fivemile Pt.
T 27 S
Whiskey Run
Eagle Mine Abandoned
Pioneer Mine Abandoned
Cut Creek
Round Lake
Fahys Lake
Beaver Lookout
Randolph
North Fork
Coquille River
Olfield Cr.
Bullards
Prosper
Prosper Sch
Parkersburg
Parkersburg Sch
T 28 S
R 15 W
R 14 W
Simpson Cr.
Spruce Hollow
Highway
Coquille River L H
Table Rock
Coquille Pt.
Bandon
Ferry Cr.
Fish Hatchery
Face Rock
Grave Pt.
Johnson Cr.
Bear Cr.
Project Vicinity

9247

DEPARTMENT OF TRANSPORTATION
UNITED STATES COAST GUARD

MAILING ADDRESS
COMMANDER (oan)
THIRTEENTH COAST GUARD DISTRICT
915 SECOND AVE.
SEATTLE, WASH. 98174
PHONE (206) 442 5864

RECEIVED
TECHNICAL SERVICES
MAY 4 '79
REFER TO
FOR

16591
Serial 253

APR 26 1979

In reply refer to
Proposed Replacement Bridge
Bear Creek Mile 0.4
near Bandon, Oregon

NOTED
E. S. HUNTER

cc Hunt
Turpin
5-7-79

PUBLIC NOTICE NO. 79-N-11

BRIDGES

All interested parties are notified that an application has been received by Commander, Thirteenth Coast Guard District from Coos County Highway Department, P. O. Box 66, Coquille, Oregon 97423 for approval of location and plans for a new fixed bridge across a navigable waterway as follows:

WATERWAY AND LOCATION

Bear Creek, Oregon Mile 0.4

CHARACTER OF WORK

The applicant proposes to replace an existing wooden bridge with a prestressed concrete slab bridge at approximately the same location as the existing bridge. The proposed bridge will provide approximately the same navigation clearances as the existing bridge. Navigation clearances as shown on the attached drawings are as follows:

Horizontal - 48 feet maximum (Bank to Pier)

Vertical - 4 feet at M.H.W. Elevation 6.5 feet
9.5 feet at Normal Low Water Elev. 1.0 feet
10.5 feet at M.L.L.W. Elevation 0.0 feet

ENVIRONMENTAL CONSIDERATIONS

The applicant prepared an environmental assessment for the project which is available for review at the applicant's office and at the offices of Commander, Thirteenth Coast Guard District. The Coast Guard considers the project non-major for purposes of the National Environmental Policy Act of 1969 because it is reconstruction of an existing bridge on essentially the same alignment and location. The project will be investigated for compliance with other environmental protection laws, including Section 4(f) of the Department of Transportation Act, Section 106 of the National Historic Preservation Act, etc. A separate permit under Section 404 of the Federal Water Pollution Control Act, as amended, may be required by the U.S. Army Corps of Engineers for placement of fill material.

P/N 79-N-11
BRIDGES

In order to comply with Section 7(c) of the Endangered Species Act, as amended, this Notice requests the Fish and Wildlife Service and the National Marine Fisheries Service notify the Coast Guard whether any species which is listed or proposed to be listed under the Act may be present in the area of the proposed bridge project.

SOLICITATION OF COMMENTS

Interested parties are requested to express their views, in writing, on the suitability of the location, the effect on the environment and the adequacy of the navigation clearances, giving sufficient detail to establish a clear understanding of their reasons for support of or opposition to the project. Comments will be received for the record at the Office of Commander, Thirteenth Coast Guard District (oan), 915 Second Avenue, Seattle, WA 98174 through 31 May 1979.

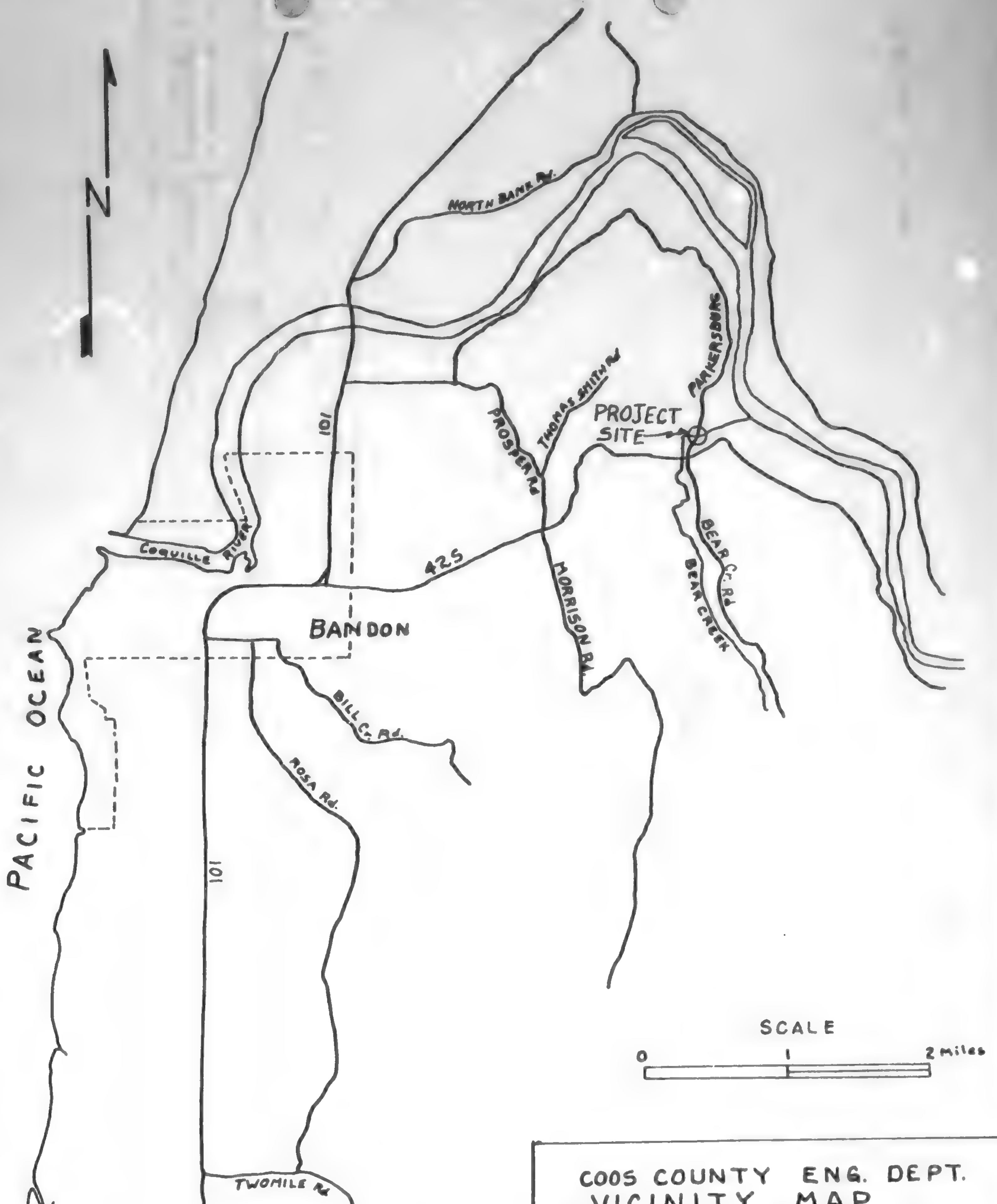
BASIS FOR DECISION

The decision as to whether or not approval will be granted to the location and plans for the proposed bridge is dependent upon the impact of the bridge on navigation and the quality of the human environment. Factors such as the presence or absence of wildlife and waterfowl refuges, public parks, and historic sites as well as the potential for pollution, etc., will be made a part of the record and will be considered in determining whether or not it would be in the best public interest to grant approval.

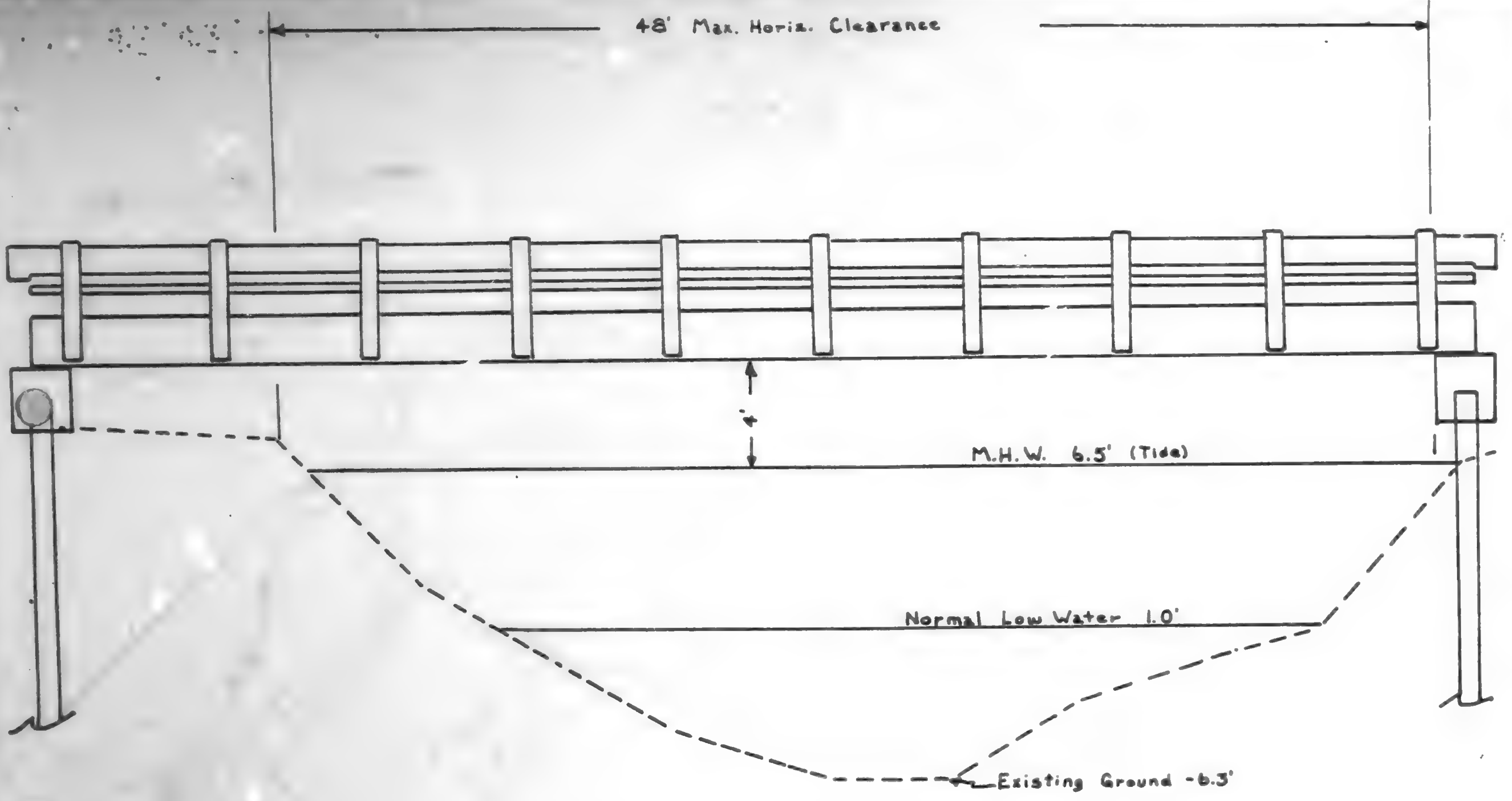
This Notice consists of two pages, three sheets of drawings and one sheet public Notice by Oregon Department of Environmental Quality.

R. P. CUERONI
Captain, U. S. Coast Guard
Chief, Aids to Navigation Branch
By direction of the District Commander

Encl: (1) Drawings (2)
(2) P/N Oregon DEQ


N
NORTH BANK Rd.
101
PROSPER Rd
THOMAS SMITH Rd
PROJECT SITE
PARKERSBURG
BEAR Cr. Rd
BEAR CREEK
COQUILLE RIVER
425
MORRISON Rd.
BANDON
PACIFIC OCEAN
BILL Cr. Rd.
ROSA Rd.
101
TWOMILE Rd
SCALE
0
1
2 miles

COOS COUNTY ENG. DEPT.
VICINITY MAP
PROPOSED BRIDGE OVER
BEAR CREEK
Date: 4-2-79 By: K.S.
Sheet 1 of 3


48' Max. Horiz. Clearance
4'
M.H.W. 6.5' (Tide)
Normal Low Water 1.0'
Existing Ground -6.3'

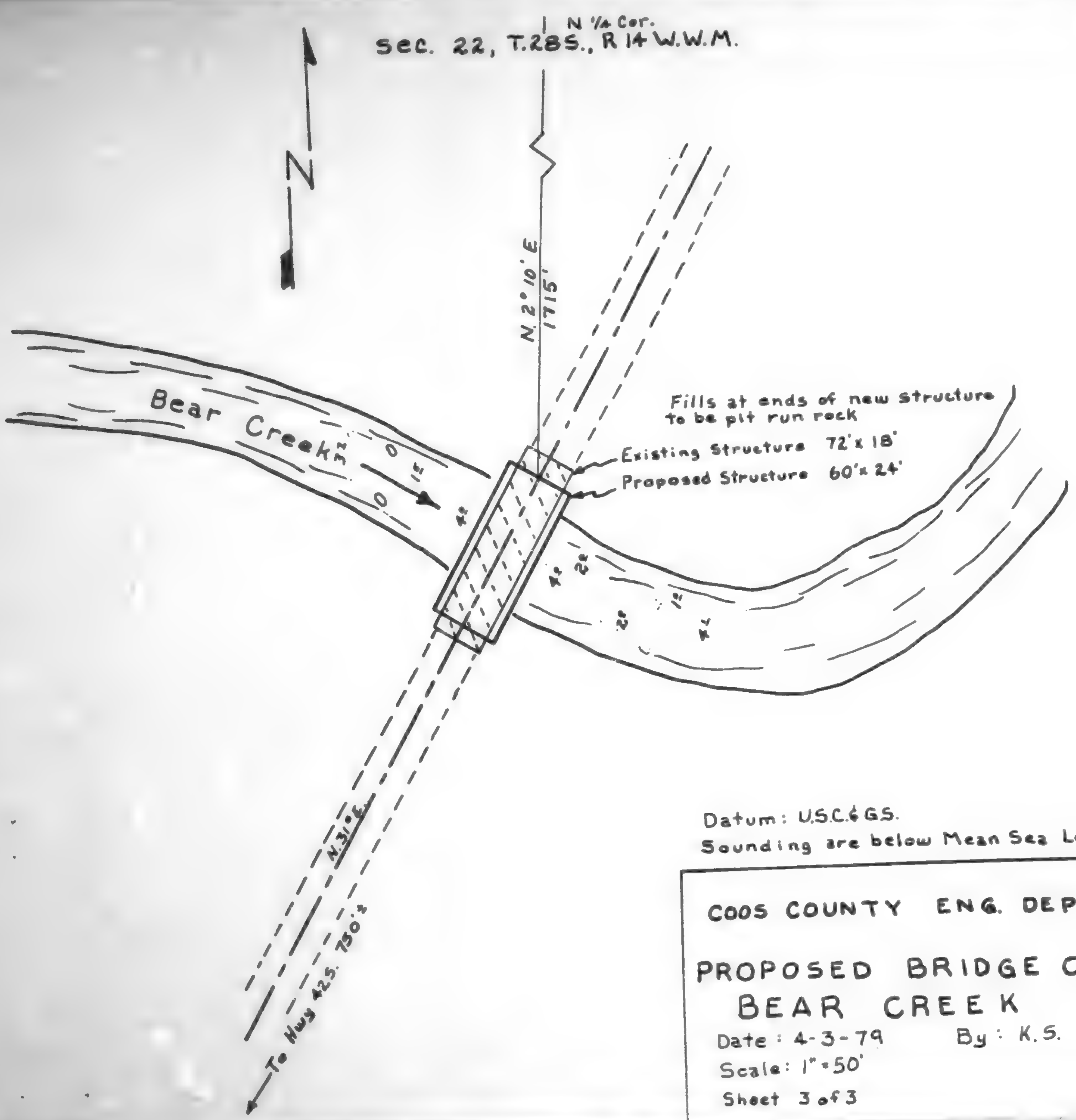
ELEVATION

Elevs. are measured from USC&GS 1929 - 1947 Adj.

COOS COUNTY ENG. DEPT.

PROPOSED BRIDGE OVER
BEAR CREEK
Date: 4-3-79 By: K.S.
Scale: 1"=6'
Sheet 2 of 3

DATUM: USC&GS


N ¼ Cor.
Sec. 22, T.28S., R14 W.W.M.
N
N.2°10'E
1715'
Bear Creek
Fills at ends of new structure to be pit run rock
Existing Structure 72'x 18'
Proposed Structure 60'x 24'
N.31°E.
To Hwy 42S. 750'±

Datum: U.S.C.&G.S.
Sounding are below Mean Sea Level

COOS COUNTY ENG. DEPT.

PROPOSED BRIDGE OVER
BEAR CREEK

Date: 4-3-79 By: K.S.
Scale: 1"=50'
Sheet 3 of 3

9247

DATE: March 30, 1979

TO: OREGON TRANSPORTATION COMMISSION

ORIGINAL SIGNED BY H. S. COULTER

FROM: H. S. Coulter
State Highway Engineer

SUBJECT: Finance Approval
Special Bridge Replacement Projects (19)

On the Consent Calendar for the April 17 meeting will be a request to approve 19 Special Bridge Replacement projects. These projects are not on the Six-Year Program.

The 1978 Federal-Aid Highway Act provided additional Special Bridge Replacement funds and the attached list of 19 bridge projects have been identified as needing reconstruction with these additional funds. The 19 bridge projects are estimated to cost $11,000,000 with Federal participation of $8,800,000 and State matching funds of $2,200,000.

These projects have been investigated and are eligible for funding under the Special Bridge Replacement Program. I recommend your approval of the projects and request authorization to sign the project agreements for and on your behalf.

RU:dmc
Attachment

bc:
F. B. Klaboe
C. W. Head
L. W. Rulien
E. S. Hunter
C. T. Keasey
D. H. Moehring
R. L. Schroeder
W. J. Hart
J. H. Versteeg
F. E. Terpin
V. E. Skoog
E. L. Hardt
C. O. Fredrickson
A. Shirley
Dale Allen
W. E. Schwartz
George Bell

9247 244

ROBERT W. STRAUB
GOVERNOR

Department of Fish and Wildlife
OFFICE OF THE DIRECTOR
506 S.W. MILL STREET, PORTLAND, OREGON 97208

October 19, 1977

Mr. J. H. Versteeg
Department of Transportation
Oregon State Highway Division
223 Transportation Building
Salem, Oregon 97310

BEAR CREEK BRIDGE SECTION
COQUILLE-BANDON HIGHWAY
COOS COUNTY

Dear Mr. Versteeg:

We have reviewed plans and special conditions submitted for the above project and find our previous comments included. Thus, we do not anticipate any significant adverse impacts to fish and wildlife.

If we can be of further assistance, please call.

Sincerely,

Brent O. Forsberg

BRENT O. FORSBERG
STAFF BIOLOGIST
ENVIRONMENTAL MANAGEMENT SECTION

BOF:ek

RECEIVED
OCT 20 1977
ENGINEERING SECTION

Versteeg
Christensen
George
Olsen
Terpin
Sullivan
Scott
Savage

/ Trout ↑
Do Not File ☐
Return To
Bring Up / /
Action

BU 10-26-77

October 14, 1977

Department of Fish and Wildlife
506 SW Mill Street
Portland, Oregon 97402

Attention: Jim Lauman

Dear Mr. Lauman:

Re: Bear Creek Bridge Section
Coquille-Bandon Highway
Coos County

This project has been approved for a construction grant from the Economic Development Administration. One of the conditions attached to their grant is that "the Oregon Department of Fish and Wildlife has reviewed and approved final plans and specifications". We have applied to the Division of State Lands for a Removal/Fill Permit and have received a copy of the conditions that will be included in the permit. These, of course, include your input. A copy is attached for your information.

The enclosed final plans and specifications are for your review and approval if they meet with your satisfaction. If you have any questions, please call.

Your early attention to this would be greatly appreciated.

Very truly yours,

J. H. Versteeg
Head of Engineering
By: ORIGINAL SIGNED BY
DONALD L. TROUT

Donald L. Trout
Office Engineer

DLT:jh
bc: Richard Unrein

U.S. DEPARTMENT OF COMMERCE
Economic Development Administration

EXHIBIT "A"

Local Public Works Program Bear Cr. Br.

Project No.: 07-51-26879

SPECIAL CONDITIONS

1. The Grantee agrees to conduct under the consultation of the State Historic Preservation Officer (SHPO) an historical/archeological survey of the area to be affected by this project. A copy of the completed survey shall be provided to the SHPO and the Government. If the survey discloses that a property which is either listed on the National Register of Historic Places or eligible for the Register is located within the affected area, the Government will implement the Advisory Council on Historic Preservation's "Procedures for the Protection of Historic and Cultural Properties." The Grantee further agrees to comply with the results of said "Procedures" and understands that such results may include a requirement for salvage operations, relocation or redesign of the project, or even deobligation of project funds. The requirements of this special condition shall be concluded prior to the initiation of construction activities for the project facilities. However, based upon the results of the survey and the approval of the Advisory Council on Historic Preservation, construction activities may be allowed to begin for those project facilities which will not affect any eligible or listed property.

2. Prior to the start of construction, the Grantee shall provide the Regional Director, WRO, EDA, with a written commitment, satisfactory to the Government, to increase its female workforce. The commitment shall include goals and timetables based on the analysis of the labor force in the local commuting area. It shall also specify female recruitment sources, placement procedures, and other affirmative actions taken that are designed to bring the level of female utilization up to the level that is within the available labor force.

continued on page 2

Bear Cr. Br.
Project No. 07-51-26879

3. Prior to the start of construction, the Grantee shall provide the Regional Director, WRO, EDA, with a written commitment, satisfactory to the Government, of a plan to implement an upward-mobility program for females due to the concentration of females in lower job classifications. This commitment should consist of specific goals and timetables designed to increase the proportions of females in higher job classifications.

4. Prior to the start of construction, the Grantee will provide evidence to the Regional Director, WRO, EDA, that the Oregon Department of Fish and Wildlife has reviewed and approved final plans and specifications.

Please
Review and

Call Unrien - 4831

STATE OF OREG **INTERO CE MEMO**

TO: MEMO TO THE FILES

DATE: September 23, 1977

Richard Unrein

FROM: Richard Unrein
Special Projects Engineer

SUBJECT: Bear Creek Bridge
EDA Project No. 07-51-26879

1 Versteeg
2 Christensen
George
Olson
Terpin
3 Sullivan
Scott
Savage

RECEIVED
SEP 23 1977
ENGINEERING SECTION

Trout COPY
Do Not File ☐
Return To
Bring Up / /
Action

Grant Offer Date: Sept. 16, 1977
Receipt of Offer: Sept. 20, 1977
On-Site Labor Must Begin By: Dec. 19, 1977
Grant Acceptance to EDA by: Sept. 29, 1977 (SENT Sept. 22)
Grant Amount: $210,000

SPECIAL CONDITIONS

1. Conduct historical archeological survey prior to construction and provide to EDA.

2. Provide written commitment to increase ODOT female work force prior to start of construction.

3. Provide written commitment for upward-mobility program for ODOT females prior to start of construction.

4. Provide evidence Oregon Fish & Wildlife has approved of final plans and specifications prior to start of construction.

STANDARD TERMS & CONDITIONS
(Highlights)

1. 10% MBE requirement in all contracts

   (a) Must submit MBE report before any letter of credit will be issued.

   (b) A second MBE report must be submitted at 40% completion to receive second letter of credit.

2. Prior to solicitation of bids furnish evidence to EDA that

   (a) Project costs are reasonable.

   (b) All approvals have been obtained to complete project.

RU:ljt
cc: E. S. Hunter V. E. Skoog
C. T. Keasey J. H. Versteeg
A. Shirley, Jr., Reg. 3

9247.

244

ENVIRONMENTAL REVIEW CHECKLIST

ALL CLEAR 10/10/77
Donald L Rount

9-22-77
~~8-25-77~~ Bid Letting ______ All Clear Deadline

SECTION BEAR CREEK BRIDGE
Highway Coquille-Bandon
County Coos Region 3
Type of Work Structure Funds EDA
State __ Consultant __ Plans Avail. __ Yes __ No

	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR	
DOCUMENTS:						
EIS	☒	☐	☐	☐	☐	
Negative Declaration	☒	☐	☐	☐	☐	
Project Assessment	☐	☒	☐	☐	☒	Stream involvement covered by Permits
Write-off Letter	☒	☐	☐	☐	☐	
PERMITS:						
Division of State Lands	☐	☒	☒	☒	☒	Special Conditions in Specs
D.O.G.M.I.	☒	☐	☐	☐	☐	
Corps of Engineers	☒	☐	☐	☐	☐	
Coast Guard	☐	☒	☐	☐	☒	No problems
Co. Conditional Use	☒	☐	☐	☐	☐	
NPS Air Pollution	☒	☐	☐	☐	☐	
NPS Water Pollution	☒	☐	☐	☐	☐	
CULTURAL:						
Cultural Survey	☐	☒	☐	☐	☒	
Cultural Salvage	☒	☐	☐	☐	☐	
NOISE:						
Noise Study	☒	☐	☐	☐	☐	

9247

244

Salem, Oregon
July 15, 1977

J. N. Versteeg
Head of Engineering

J. E. Boyd
Right of Way Engineer
BUILDING

49765 - Kronenberg
49766 - Donenighian
Bear Creek Section
Coquille-Bandon Highway
Coos County

Attached are 2 descriptions, an authorization and R/W prints covering temporary easements for the subject project, which is scheduled for August 25, 1977.

BY:

Floyd O. Scott
Right of Way Description Engineer

FOS:mg

Attach.

1981 Hayesville Intchg.-Battle 9249
Creek Sec. of the Pacific Hwy.
(Paving)

cc: OSHD (Coulter)

STATE COPY

U.S. DEPARTMENT OF TRANSPORTATION
FED HIGHWAY ADMINISTRATION

FINAL ACCEPTANCE REPORT

1-18-83

b

REGION NO. 10	REPORT NO. 2	COUNTY Marion	DIVISION Oregon
DATE OF REPORT 1/18/83	REPORT MADE BY William Kappus, Area Engineer		PROJECT NO. I-5-5(71)250
COMPLETION DATE 7/17/81	ACCEPTANCE DATE BY CONTRACT AGENCY 2/22/82	TIME ELAPSED 75 %	CONTRACT TIME 200 CD
APPROVED EXTENSIONS NONE	LOCATION I-5 between the Hayesville and Battle Creek Interchanges near Salem, Oregon		

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.

*A copy of the State's materials certificate is attached to the Division office copy of this report.

There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

HAYESVILLE INTERCHANGE-BATTLE CREEK INTERCHANGE
PACIFIC HIGHWAY (I-5)
Paving & Guardrail

This project provided for a high type pavement overlay of the existing facility and the replacement of exising cable guardrail.

The final project cost underran the original authorization of approximately 4½ percent.

A final inspection of the completed project was made on 8/3/81.

RECEIVED
STATE HWY ENGR
JAN 25 '83
REFER TO
Keasey
FOR
Info Inves R/D D/R Sign Act File

1/26

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE Original Signed By WILLIAM H. KAPPUS Area Engineer W. H. Kappus		SIGNATURE Original Signed By G. K. HOSSNER Field Operations Engineer G. K. Hossner	
TITLE Area Engineer	DATE 1/24/83	TITLE Field Operations Engineer	DATE 1/24/83

FORM FHWA-1446 B (12-73) FORMERLY PR-33E

Previous Editions of PR-33E Will Not Be Used.

F

9249

B

STATE OF OREGON
Highway Division - Traffic

INTEROFFICE MEMO
TRA 3-5-32

TO: Memo to File

DATE: November 29, 1982

Don

FROM: Donald Wagner
Senior Investigations Specialist

SUBJECT: Before and After Accident Study
Havesville Interchange-Battle Creek Section
Highway No. 1 (M.P. 250.13 to M.P. 258.35)
Overlay

NOTED
E. S. HUNTER

At the request of the Design Review Team, we have reviewed the accident history on the subject section of Interstate 5 to determine the effects of the recent overlay project. The subject overlay project began on April 13, 1981, and was completed on July 17, 1981.

In the one-year period prior to the overlay, there were 25 reported accidents on this section. Of these 25 accidents, 12 were property damage only (48%), 11 were injury accidents (44%), and 2 were fatal accidents (8%). Three of these accidents (2 property damage only and 1 injury accident) involved striking the median rail. Also, 4 accidents involved running off the road on the right edge of the roadway. This pattern of total accidents and median-rail accidents held fairly constant in the calendar years 1978, 1979, and 1980, with 3, 4, and 4 median-rail accidents respectively.

In the one-year period following the overlay, there were only 20 reported accidents on this section. Of these 20 accidents, 8 were property damage only (40%), 11 were injury accidents (55%), and 1 was a fatal accident (5%). There were 6 reported accidents involving the median rail during this period, 3 were property damage only and 3 were injury accidents. There were also 4 accidents involving running off the road on the right.

A statistical analysis was conducted on the above-mentioned accident data. The analysis showed that there has not been a statistically significant reduction in total number or severity of accidents on this section. The analysis did show that there was a statistically significant increase in the number of accidents involving the median rail. The severity of these median-rail accidents did not show a significant increase or decrease.

DW:kkr

RECEIVED
TECHNICAL SERVICES
DEC 2 '82
REFER TO
FOR
Info
Invs
R/D
D/R
Sign
Act
File

9249.

April 15, 1982

United Pacific Insurance Co.
Fidelity & Surety Department
P. O. Box 1216
Tacoma, WA 98401

CON 5
#9249

Gentlemen or Ladies:

On February 24, 1982, we wrote to you concerning release of final payment on Contract No. 9249 awarded to J. C. Compton Co. for paving on the Hayesville Interchange-Battle Creek Section of the Pacific Highway in Marion County.

The total contract amount is $2,078,138.63 including $23,937.28 for work performed under force account.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

js
cc: J. C. Compton Co.
P. O. Box 768
McMinnville, OR 97128

bc: C. T. Keasey
Walt Hart
C. O. Fredrickson

9249

L

3-4-82

REPORT OF ACTION UNDER DELEGATED AUTHORITY BY

ASSISTANT STATE HIGHWAY ENGINEER

On behalf of the Commission and under authority delegated to me to accept contracts completed according to specifications, I accepted the following:

Contractor and Contract No.	Section and County	Acceptance Date
Donald M. Drake Co. No. 9046	Columbia Slough Structures Multnomah County	Feb. 17, 1982
Morse Bros.Prestress,Inc. No. 9106	Multnomah Co. Maintenance & Operations Fac., Phase 2 Multnomah County	Feb. 19, 1982
J. C. Compton Co. No. 9213	Cannon Beach Jct.-Necanicum Jct. Clatsop County	Feb. 19, 1982
E. Carl Schiewe, Inc. No. 9219	Columbia River-Lake Road Multnomah County	Feb. 22, 1982
J. C. Compton Co. No. 9249	Hayesville Intchge-Battle Cr. Marion County	Feb. 22, 1982
Wildish Const. Co. No. 8975	Willamette River-Goshen Lane County	Feb. 24, 1982
Hamilton Elect., Inc. No. 9142	NW Nye St.-Ore. Coast Hwy. (Newport) & Corvallis/Newport Hwy. & John Moore Rd. Lincoln County	Feb. 24, 1982
Delph Const. Co. No. 9273	Trout Creek Culverts Hood River County	Feb. 25, 1982
R. L. Coats No. 9351	SCL Madras-Madras/Prineville Hwy. Jct. Jefferson County	March 2, 1982
R. L. Coats No. 9315	Swalley Canal-McKenzie/Bend Intchge. Deschutes County	March 2, 1982

Contractor and Contract No.	Section and County	Acceptance Date
Roy L. Houck Const. Co. No. 9233	Cascade Hwy. S. @ Warner/ Milne Rd. (Oregon City) Clackamas County	March 3, 1982
Lundeen Coatings Corp. No. 9335	Willamette River (Jasper) Br. Lane County	March 3, 1982

March 4, 1982 O. B. Jackmund

For C. T. Keasey, P.E., P.L.S.
Asst. State Highway Engineer

9249 L.

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: HAYESVILLE INTCH.-BATTLE CREEK

WEEK ENDING: December 5, 1981

SECTION PREFIX: 624-1048

HIGHWAY: Pacific

COUNTY: Marion

KIND OF WORK: Paving

NAME OF JOB: Hayesville Intch.-Battle Creek

CONTRACTOR: J.C. Compton Co.

CONTRACT NUMBER: 9249

FEDERAL AID PROJECT NUMBER: I-5-5(71)250

DATE OF CONTRACT: February 4, 1981

DATE WORK STARTED: February 23, 1981

ESTIMATED COMPLETION DATE: July 17, 1981

SPECIFIED WORK DAYS:

WORK DAYS USED:

AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0

SPECIFIED CALENDAR DAYS: 200

CALENDAR DAYS USED: 150

SPECIFIED COMPLETION DATE:

PERCENT OF TIME ELAPSED: 75

PROJECT AUTHORIZATION: $ 2,321,202.66

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100

EXCLUSIVE OF ENGINEERING: $ 2,156,139.36

ENGINEERING AUTHORIZATION: $ 165,063.30

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 2,102,684.

ENGINEERING COST TO DATE: $ 73,000

DATE PROJECT WAS COMPLETED: July 17, 1981

ESTIMATED PERCENT: XXXXXX UNDERRUN 6.3 %

PERCENT OF AUTHORIZATION: 44 %

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
0	0	100	100	100	100		

	GRADING	SURFACING	Guardrail		PAVING
MILES IN PROJECT	8.35	8.35	8.35		8.35
MILES PARTIALLY COMPLETED	8.35	8.35	8.35		8.35
MILES COMPLETED	8.35	8.35	8.35		8.35
TOTAL ESTIMATED QUANTITIES (CONTRACT)	237 cy	325 T	1,813 lf		88,200 T
TOTAL QUANTITIES CORRECTED TO DATE	237 cy	325 T	1,813 lf		87,693 T
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	237 cy	325 T	1,813 lf		87,693 T
AVERAGE DAILY QUANTITIES	0	0	0		
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME	0	0	0		0
NUMBER OF SHIFTS PER DAY	0	0	0		0
HOURS PER SHIFT	0	0	0		0

EQUIPMENT USED DURING THE WEEK:

PROJECT COMPLETED

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 29		150		
MONDAY 30				
TUESDAY 1				
WEDNESDAY 2				
THURSDAY 3				
FRIDAY 4				
SATURDAY 5				

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CONSTRUCTION BRANCH

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GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	Week ending December 5, 1981.

REMARKS

All remaining paperwork has been received and transmitted to Region Office December 2, 1981.

FINAL REPORT.

SIGNED LOCATION Salem

Richard E. Nelson, Res. Engr.

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED SUBMIT 3 COPIES

9249

NARRATIVE REPORT

Hayesville Interchange - Battle Creek
Pacific Highway
Marion County

Contract 9249 Prefix 624-1048
F.A. Project No. I-5-5(71)250

Resident Engineer: Richard E. Nelson
July 1981

RECEIVED
AUG 2[illegible] 1981
ROAD DESIGN SECTION

1 Versteeg
Anderson
2 Christensen JW
Olson
COPY 1 Sullivan JWF
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Do Not File
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REFERRED TO
Beard
(1) Stoudenmeyer DWF
Cole
2 Mann
Eriksen
Watson
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BY FINAL DESIGN ENGINEER

Prepare Letter of Acknowledgement.

Proposals for project were opened on January 29, 1981 and awarded to J.C. Compton Co. on February 4, 1981. The calendar day count on this contract began February 18, 1981 with a specified completion of 200 calendar days. The second notification was submitted on July 17, 1981 using 150 calendar days.

The purpose of the project was to restore the lanes to an acceptable traveling surface and reduce or eliminate the extraordinary maintenance being required.

The typical section provided for varying depths of surfacing on each travel lane and a quantity of material was provided for "leveling", to fill ruts and restore the "crown" to the lanes. The original construction was in two 2-lane phases, with crown in each set of lanes, which required median drainage. The maintainence patching over the years was predominately on the outside travel lanes. The results were that more of the roadway drainage was forced into the median than for what it was designed for (causing flooding) and the outside edges of the shoulders have steep to vertical pavement edges. The project typical provided for tapering the shoulder paving from full depth 2' outside the outside travel lane to zero at the edge of shoulder and on the inside from full depth at the edge of travel lane to zero at 1' from the median centerline. Shoulder aggregates were provided only for guardrail flares, and guardrail work was limited to constructing 4' flares and one run to protect a hazardous area on the northbound lanes near the Hayesville interchange. Guard rail will be discussed later in this narrative. The contract provided for class "B" mix for all surfacing, with seperate bid items for leveling and surfacing courses, the contractor bid the same unit price for both.

A no cost price agreement was negotiated to provide "C" mix and combining the quantity into one item. The paving was then performed in a manner that leveled the roadway to restore crown, provide the specified total surfacing depth, and did not exceed the 2" maximum depth that would have required same day catch up. This was accomplished by blade patching those areas where the next course would have exceeded the 2" maximum between the lanes, the next course was laid with 1/2" material on the outside fog line with 0.02 per foot up slope and the inside lane followed the next day with 0.01 to 0.04 per foot down slope. Subsequent courses followed this procedure with an adjustable screed extension to pave the tapered shoulders. Shoulder slopes exceeded 0.10 per foot in some areas.

94.6% of the A.C. mixture furnished complied with specifications. A price reduction of $419.17 for non-specification compaction was initiated, this was generally for isolated areas on lower lifts.

The project was reviewed, after completion of the paving, by State Highway Engineer, H.S. Coulter, and Region 2 Engineer, C.O. Fredrickson, to consider whether shoulder aggregates should be placed along the abrupt pavement edges and slopes flattened, the decision was that this was an interim project to preserve the travel surface until a proposed six lane project could be considered and the expenditure of over $250,000 would not be made at this time.

Temporary Protection and Direction of Traffic:

The contractor did an overall good job of providing for and controlling traffic on the project. All freeway ramps were kept functioning at all times with signing and flagmen control. The flagmen did an excellent job of passing the traffic past the paving operation, and seperating the haul vehicles from the public traffic.

Problems occured when lane closures exceeded 1-1/2 miles, the rapidly moving paving operation with the rolling and keeping the traffic control caught up would sometimes cause this to happen. We should consider specifing a length where the traffic volumes indicate a problem might be anticipated.

Guard Rail:

Contract provided for flaring of existing guardrail runs with type 2A guardrail installing type 1 anchors and type "C" end pieces. Price agreement number 4 was written to remove and replace the substandard design cable guardrail with type 2A guardrail. Work was performed by subcontractor, Reese's Minority Construction & Supply Inc..

Consideration is being given for a State Force Order to improve existing guard rail in the section.

Early Set:

The northbound outside lanes at undercrossing structures were excavated and early set concrete placed to a depth of 10", the remaining was brought to existing surfacing with asphalt concrete. The procedure used by the contractor worked well, but the slump is critical.

Price Agreements:

Number 1. This agreement was written to reimburse the contractor for On-The-Job training, which was anticipated in project authorization.

Number 2. Price Agreement No. 2 deleted Item #11, Class B A.C. mix, and item #12, Class B A.C. mix in leveling. Substituted Class "C" A.C. mix at no additional costs and provided a superior product. This agreement also modified sheet 2A of project plans "Method of feathering at existing overcrossing structures" to provide a maximum of 1" overlay on all structures except "Marietta Ave." northbound and southbound and Mill Creek overflow structure northbound.

Number 3. Price agreement No. 3 defines method of payment for pavebond, an anti-stripping additive, which was added to the liquid asphalt to provide a acceptable asphaltic concrete mix.

Number 4. This agreement provided for the replacement of the cable guardrail with type 2A guardrail.

Number 5. This was written to provide deduction for non-specification compaction in the amount of $419.17.

Extra Work Orders:

Number 1. EWO #1 provides for median drainage not included in the contract plans. The paving typical section would collect median drainage and flow across travel lanes.

Number 2. EWO #2 provides for removing approximately 1-1/2" of A.C. surfacing from the three structures, stated in price agreement #2, therefore, the three could receive 1" of wearing surface.

STATEMENT OF OVERRUNS AND UNDERRUNS

PROJECT: Hayesville Intch.-Battle Creek
HIGHWAY: Pacific
COUNTY: Marion

CONTRACT: 9249
PREFIX: 624-1048
F.A. No.: I-5-5(71)250

SUMMARY

Item No.	Item	Unit	Original Amount	Semifinal Amount	± %
	Bid Items	$	1,916,691.25	1,946,400.41	+1.6
	Anticipated Items	$	146,600.00	132,786.28	-9.4
	Contingencies	$	92,848.11	23,916.40	-74.2
	Engineering	$	165,063.30	72,000.00	-56.4
	Penalties	$	-0-	- 419.17	+100
	TOTAL		2,321,202.66	2,174,683.92	- 6.3%
4	Temporary Signs An additional set of lane control signs were authorized to adequately control the traffic.	Sq Ft	745	946.3	+27
7	Flagmen Extra flagmen were required; at on and off ramps and due to traffic volume flagmen were used as trucks entered and exited the lane closure.	Hour	1,000	1,213	+21.3
10	Aggregate Base Price agreement #4 increased quantity to 350 tons for a +111.9% which was used to widen guard rail flares.	Ton	300	741.59	+147.2
16	Guard Rail Type 2A Price agreement #4 increased quantity to 6662.5 lin. ft. (this agreement replaced cable guard rail not included in original contract).	Lin Ft	1,800	6,662.5	+ 7.3
17	Guard rail anchors Type 1 Price agreement #4 increased quantity to 27.	Each	13	27	+107.7
18	Rail End Pieces Type C Price agreement #4 increased quantity to 27.	Each	13	27	+107.7

STATEMENT OF OVERRUNS & UNDERRUNS
Contract 9249
page two

PA 1	On-The-Job Training	Hour	2,000	399.5	-80.0	Training hours were less since actual paving was completed in 32 days.
EWO 1	Const. Inlets & Culvert Pipe	$	10,000	16,541.03	+65.4	Work required more men and equipment hours than anticipated or estimated.
EWO 2	Cold Plane 1-1/2" AC from 3 bridge decks	$	3,000	7,375.37	+145.85	Work required more men and equipment hours than anticipated or estimated.
SFO 1	Perm. & Temp. Pavement Striping	$	14,000	23,511.68	+67.9	Reflectorized buttons were added, but not anticipated in project authorization.

9249

STATE COPY

OMB No. 04-R2089

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TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO. 3-38	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION **FEDERAL-AID PROJECT AGREEMENT** 3/3/81	Oregon County Marion Project No. I-5-5(71)250

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	1-7-81	8.214

OTHER *(Specify)*

FUNDS Pro Rata 92.22%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 2,320,077.00	$ 2,139,575.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Asst. State Highway Engineer
(Title)

xx For: H. S. Coulter
State Highway Engineer
(Title)

By

(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)
For: E. J. Valach Acting

Date executed by Division Administrator 3/3/81

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

~~Hatch~~ Gen. File

Oregon State Highway Division
Salem, Oregon, March 2, 1981

Federal Aid Project
No. I-5-5(71)250

Hayesville Interchange-Battle Creek Section
Pacific Highway
Marion County

Project Agreement Estimate

Type Code 6201 (Stage Construction)
Overlay (Sta. 62+30 to Sta. 496+00

Furnishing Field Laboratory	1 Each	2,000.00	$ 2,000.00
Mobilization	All Required		130,322.50
Temporary Protection and Direction of Traffic	All Required		10,000.00
Temporary Signs	745 Sq.Ft.	3.75	2,793.75
Temporary Barricades	10 Each	45.00	450.00
Sequential Arrow Signs	3 Each	100.00	300.00
Flagmen	1,000 Hour	20.00	20,000.00
Removal of End Pieces	11 Each	15.00	165.00
General Excavation	220 Cu.Yd.	25.00	5,500.00
Aggregate Base	300 Ton	15.00	4,500.00
Class "B" Asphalt Concrete Mixture	66,200 Ton	9.45	625,590.00
Class "B" Asphalt Concrete Mixture in Leveling	22,000 Ton	9.45	207,900.00
Asphalt Cement in Mixture	5,750 Ton	145.00	833,750.00
Asphalt in Tack Coat	170 Ton	163.00	27,710.00
Early Set Concrete	630 Sq.Yd.	29.00	18,270.00
Guard Rail, Type 2A	1,800 Lin.Ft.	12.50	22,500.00
Guard Rail Anchors, Type 1	13 Each	300.00	3,900.00
Rail End Pieces, Type C	13 Each	80.00	1,040.00
			$1,916,691.25

Anticipated Items

Permanent Pavement Striping	All Required	$ 6,500.00
Temporary Pavement Striping	All Required	7,500.00
Asphalt Cement Adjustment	All Required	130,000.00
On-the-Job Trainees (2 @ $800)	All Required	1,600.00
		$ 145,600.00

Subtotal	$2,062,291.25
Engineering	257,785.75
Total	$2,320,077.00

Oregon State Highway Division
Salem, Oregon, March 2, 1981

Federal Aid Project
No. I-5-5(71)250

Length of Roadway - - - - -	8.214 Miles
Cost of Roadway Per Mile- -	$282,453.98
Federal Funds (92.22%) - -	$2,139,575
State Funds - - - - - - - - -	180,502
Total	$2,320,077

Group 1 - 100%
Contract No. 9249
Prefix 624-1976
Prefix 624-1048

Hayesville Int.-Battle Creek
(nonparticipating - state work)

State Responsibility for Damages	All Required	$ 1,000.00

9244 1-7-81

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. I-5-5(71)250

STATE PROJECT NO. See below

FROM:
G. L. Green, Division Administrator
FHWA - Oregon Division

PROGRAM NO.

ITEM NO. 90277

COUNTY NAME Marion

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
JAN 21 '81
REFER TO Moehring
Info | Inves | R/D | D/R | Sum | Act | File

orig data

DATE PS&E APPROVED 1/7/81

DATE AUTHORIZATION EFFECTIVE 1/7/81

FEDERAL ROUTE NUMBER Interstate 5

STATE ROUTE NUMBER Primary 1

GENERAL LOCATION: Hayesville Interchange - Battle Creek Section

GENERAL DESCRIPTION OF WORK: Paving

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☒ OTHER (Specify) Permanent and Temporary Pavement Striping S.F. $14,000
Asphalt Cement Adjustment $130,000
On the job Trainees $1,600

☐ ACQUISITION OF RIGHT-OF-WAY
☒ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

After concurrence in award you are authorized to proceed with those items listed above as shown in your Estimate.

Mr. Swan's 1/5/81 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $3,053,570 Federal Funds $2,816,000.

A signed copy of the Title sheet is returned herewith.

DATE 1/7/81

SIGNATURE OF APPROVING OFFICIAL Christianson

TITLE for Division Administrator

FORM PR-1240 (REV. 6-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U. S. GOVERNMENT PRINTING OFFICE: 1978-631-088

9249 1-5-81 L

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. I-5-5(71)250

STATE PROJECT NO. See below

FROM:
G. L. Green, Division Administrator
FHWA - Oregon Division

PROGRAM NO.

ITEM NO. 90277

COUNTY NAME Marion

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
~~STATE HWY ENGR~~
JAN 21 '81
REFER TO Mohring
FOR
Info | Invs. | R/ | D/ | Sign | Act | File

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
10/24/79	1/5/81	Interstate 5	Primary 1

GENERAL LOCATION: Hayesville Interchange - Battlecreek Section

GENERAL DESCRIPTION OF WORK: Program change

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION

☒ OTHER (Specify) Program change

☐ ACQUISITION OF RIGHT-OF-WAY

☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's letter of 1/5/81 I approve the program change as follows:

1) Character of Proposed Work -- High-type pave. o'lay.
2) Const. Code -- 6201
3) Project Data -- Work consists of high-type pavement overlay of the existing facility consisting of four 12-foot lanes with 10 foot shoulders and basic 18-foot median and incidental work common to this type of project.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
1/5/81	Christianson	for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U. S. GOVERNMENT PRINTING OFFICE: 1979-631-655

7249

1-5

ENVIRONMENTAL REVIEW CHECKLIST

ALL CLEAR 12/30/80
Donald L

Jan 29, 1981
~~Mar. 27, 1980~~ Bid Letting __________ All Clear Deadline

SECTION Hayesville Interchge-Battle Creek
Highway
County Region
Type of Work Olay Funds FA
State___ Consultant___ Plans Avail.___Yes ___No

3NM for the overlay

DOCUMENTS:	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR
EIS	☒	☐	☐	☐	☐
Negative Declaration	☒	☐	☐	☐	☐
Project Assessment	☒	☐	☐	☐	☐
Write-off Letter	☒	☐	☐	☐	☐

PERMITS:	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR
Division of State Lands	☒	☐	☐	☐	☐
D.O.G.M.I.	☒	☐	☐	☐	☐
Corps of Engineers	☒	☐	☐	☐	☐
Coast Guard	☒	☐	☐	☐	☐
Co. Conditional Use	☒	☐	☐	☐	☐
NPS Air Pollution	☒	☐	☐	☐	☐
NPS Water Pollution	☒	☐	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐

CULTURAL:	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR
Cultural Survey	☒	☐	☐	☐	☐
Cultural Salvage	☒	☐	☐	☐	☐

NOISE:	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR
Noise Study	☒	☐	☐	☐	☐

8249 Form FHWA 121 (1/80)

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

OREGON DIVISION - SALEM
UNITED STATES GOVERNMENT

memorandum

Subject: Oregon Project I-5-5(42)250
Hayesville Intchg.-Battlecreek Intchg.
Pacific Highway I-5
Marion County

Date: December 11, 1980

From: G. L. Green, Division Administrator

Reply to Attn. of: HFO.2-OR

To: Mr. H. S. Coulter, State Highway Engineer, ODOT

The surfacing design for the subject project as set forth in Mr. F. E. Terpin's September 23, 1980, letter is approved.

G.K. Hessner
for G. L. Green

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STATE HWY ENGR
DEC 17 '80
REFER TO
FOR
Info | Inves | R/D | | Sign | | File

Form FHWA 121 (1/80)

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

OREGON DIVISION - SALEM
UNITED STATES GOVERNMENT

memorandum

Subject: Hayesville Interchange - Battlecreek Interchange, Interstate Route 5 Pavement Restoration (Mr Hunter's ltr, 10-30-80, DES 16-1)

Date: November 6, 1980

From: G. L. Green
Division Administrator

Reply to Attn. of: HPO-OR/710.11

To: Mr. H. S. Coulter
State Highway Engineer

Mr. Hunter's request for Federal-aid Interstate funds to overlay the subject section with 3 1/2 inches of asphaltic concrete pavement is approved, subject to our review of the design.

This approval is based on the following circumstances:

1. The existing pavement is extremely rough and distorted and therefore constitutes a safety hazard.
2. The proposed 6-lane project on this section could take from 5 to 10 years to materialize, particularly in light of the present funding situation and the time needed to develop the project.
3. The asphalt pavement as proposed in the request will provide approximately 5 years of service and can be incorporated into the proposed 6-lane project.

G. L. Green

Original Signed By
VERNON V. CUSACK
Program Operation
Engineer

cc:
OSHD (Mr Hunter, Tech Svcs)

Coulter

cc Versteeg
Moberg
Christensen
Fredrickson

Suggest March 1981 letting

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STATE HWY ENGR
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Info | Invest | R/D | D/R | Sign | Act | File

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TECHNICAL SERVICES
NOV 7 '80
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

October 30, 1980

DES 16-1

Mr. Glen L. Green
Division Administrator
Federal Highway Administration
The Equitable Center, Suite 100
530 Center Street, N.E.
Salem, OR 97301

Dear Mr. Green:

Haynesville Interchange-
Battle Creek Interchange
Interstate Freeway Route I-5
Pavement Restoration

The surfacing on this section of I-5 has deteriorated to the point that extraordinary and immediate pavement resurfacing is required. The pavement surface is extremely rough, extensively patched, rutted, and because of pavement distortion, does not drain. Pavement maintenance costs are high, the ride is extremely rough, and the ponding of water can cause hazardous driving conditions. It is requested that the FHWA approve Federal-Aid Interstate Funds for a proposed 3 1/2" asphalt concrete pavement resurfacing project. The reasons are:

1. The cost of the extraordinary surface restoration required on this section of I-5 cannot be funded out of the State maintenance budget or construction funds. The available State-wide maintenance funds have been substantially reduced from budgeted amounts because of reduced State revenues. State construction funds are committed to matching available Federal-aid. As the State gas tax revenues continue to decline, a State-funded pavement resurfacing project is beyond the State's funding capability.

2. The Federal Highway Administration and the State Highway Division have been involved in negotiation over the status of this section of I-5 for more than ten years. In early 1980, your Washington office's decision to approve two additional lanes

> on this section of Interstate Route 5 caused a dramatic change in our planned reconstruction of this section of I-5.

PS&E documents for an early 1980 contract for resurfacing the existing pavement, upgrading guardrail, breakaway signing, structure modification, drainage correction, and safety work are of no value. The 1980 surface restoration we had planned for this section of I-5 will not occur for at least 5 to 10 years. The number of years before we get a six-lane project on I-5 will depend on the time it takes to prepare and obtain approval of the EIS documents and degree of difficulty in obtaining the necessary rights-of-way.

Because of federal controls and limits over the Oregon Highway Division obligation authority for Federal-aid highway projects and declining State revenues, there is no certainty as to when this project will be funded. In spite of this, it is necessary to immediately perform extraordinary maintenance in the form of an overlay as described above.

We are now faced with a projected heavy expenditure ($1,307,000) of maintenance funds over the next five years on this section of I-5 for surface repair alone. These funds are not now available. The only alternative to this heavy expenditure is to accept the fact that the pavement will continue to deteriorate at an ever increasing rate. The rutting problem will worsen, water ponding will continue unabated, and the surface ride, especially for trucks, will become nearly intolerable.

This is a request for FAI participation in the funding of an asphalt concrete resurfacing project on the Hayesville-Battle Creek Interchange Section of Interstate Route 5 in Marion County. The justification for this request is the extraordinarily costly surface restoration problems we are faced with on this section of freeway which cannot be funded with available funds.

Secondly, because of severe pavement deterioration, this section of Interstate 5 provides a marginal level of service to the highway user. The distorted and rutted pavement poses safety problems because of water ponding and the potential for accidents. The extremely rough, patched pavement causes high vehicle maintenance costs for the trucking industry as well as the general public. The extremely rough surface ride causes driver fatigue and general public dissatisfaction with the service they are being provided on this section of I-5.

Mr. Glen L. Green
October 30, 1980
Page 3

Your early approval will permit this badly needed resurfacing project to be constructed during the 1981 construction season. The current estimate for resurfacing this 8.4-mile section is $3,000,000. This estimate does not include any safety work or upgrading of the existing facility.

Very truly yours,

E. S. Hunter
Assistant State Highway Engineer
Technical Services Branch

bc H. S. Coulter
D. H. Moehring
R. L. Schroeder
J. H. Versteeg
C. O. Fredrickson

JHV:ab/ESH:ja

9249

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

August 12, 1980

Region 2, Salem

FILE:

C.O. Fredrickson

FROM: C. O. Fredrickson
Region 2 Engineer

TO: J. H. Versteeg
Road Design Engineer

SUBJECT: Overlay Alternatives
Hayesville Interchange-
Battle Creek Section
Interstate Highway 5

As discussed with you on several previous occasions, the surface of the subject section of highway is highly distorted due to traffic rutting and is showing severe deterioration throughout its approximate nine mile length. Providing a decent ride on this surface and relieving the hydroplaning potential exceeds our maintenance capability, especially in a year when we are financially unable to put forth the same patching effort which we have historically devoted to this section. As you have undoubtedly noticed, we have patched only those sections where the surface was badly breaking up and anticipate placing only about 440 tons of asphaltic concrete in this area this year.

The proposal to improve this section to a six-lane configuration with a new riding surface appears to be something which will not occur for a period of from eight to ten years. We do not believe that it would be to the best interest of the taxpayer to rebuild the section to a ten year design life standard with this proposal being acceptable. We do, however, believe that there would be a considerable benefit to the taxpayer and the road user in providing a maintainable section of highway for this period of time, even if the theoretical design life is as short as two or three years.

Either of the two-year proposals, which you included with your letter of July 25, would accomplish this purpose. Either would minimize the rutting problem, and either would seal off the surface to minimize the entry of water through the severely broken pavement and retard the deterioration of the already contaminated base material. Although we believe the 1 inch patching allowance could better relieve the distortion, we are not familiar enough with a heater-scarifier to know how good a job it would do; and with a 3 or 3 1/2 inch overlay placed in two lifts, a great deal of additional surface improvement could be obtained.

We have two further concerns with the heater-scarifier method, which we would appreciate your looking into. Since there is a considerable amount of culture along much of the freeway, smoke or other pollution would be a problem. We are also concerned with the bonding of the material from the scarifying operation to the old pavement prior to the overlay. Should these not be major concerns, we would certainly support your recommendations and the concept of producing the best possible solution at the least cost.

COF/dlm

✓ Versteeg
Anderson
✓ Christensen Don
Olson
Sullivan
Terpin
Trout
Wakerlig

RECEIVED
AUG 13 1980
ROAD DESIGN
SECTION

Do Not File ☐
Return To
Bring up
Action

Form 81-734-3040

1-5

TABULATION SHEET

OREGON STATE HIGHWAY
DIVISION

SHEET .... OF .... SHEETS

Hayesville Inter - Battle Creek

Inches Pacific Hwy #1

ACOL Required Marion Co.

Year		SB		NB
80				
81		2.5		2.5
82		3.0		3.5
83		3.5		3.5
84		3.5		4.0
85		4.0		4.5
90		4.5		5.0
2000		5.5		5.5

4 Lane Section

Versteeg
Anderson
Christensen
1 Olson
Sullivan
Terpin
Trout
Wakerlig

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JUL 22 1980
ROAD DESIGN
SECTION

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Bring
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9246   2.

STATE OF OREGON   **INTEROFFICE MEMO**

TO: C. O. Fredrickson
Region 2 Engineer

DATE: July 25, 1980

FROM: J. H. Versteeg
Road Design Engineer

NOTED
E. S. HUNTER

SUBJECT: Overlay
Salem Bypass

We have developed alternate surfacing designs for an overlay of the Hayesville-Battle Creek Section of I-5. It is my recommendation that we use the heater scarification method for leveling with a 3-inch overlay southbound and a 3-1/2-inch overlay northbound. The proposed overlay for the 8.5 mile section of I-5 is estimated to cost $2,660,000.

Based on an engineering analysis of our Pavement Design Section this overlay would be good for two years. For an additional $800,000 we could buy an additional three years of pavement service life.

My recommendations are based on the assumption that the 3-3-1/2 inch overlays will give us up to five years satisfactory service. I would appreciate your review and comments concerning the proposed overlay of I-5.

FHWA has indicated they are reserving judgement of a 3R overlay of the Salem Bypass pending 6-lane developments.

JHV:ab
cc: C. Greeg
A. Olson
E. Hunter

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TECHNICAL SERVICES
JUL 25'80
REFER TO
FOR

Info	Invest	R/D	D/R	Sign	Act	File

81-125-1387

STATE OF OREGON
ROAD DESIGN SECTION

INTEROFFICE MEMO

DES 16-1

TO: J. H. Versteeg
Road Design Engineer

DATE: July 23, 1980

FROM: ADOlson
A. D. Olson
Preliminary Design Engineer

SUBJECT: Overlay Projects
Salem Bypass Section
Pacific Highway (I-5)
Marion County

✓ Versteeg
Anderson
Christensen
Olson
Sullivan
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JUL 24 1980
ROAD DESIGN SECTION

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As requested, estimates have been prepared for minimum overlays on the Salem Bypass. Two concepts were estimated:

One provided an average of 1 inch of A.C. for patching and leveling. This would only do the worst areas.

The other concept would use a heater-scarifier treatment for the total running lane surface. This would provide minor leveling in addition to smoothing out the ruts.

The same thickness of overlay would be provided with either concept since no credit is given for either the patching or the heater-scarifier treatment.

A review of the traffic data throughout the length of the project indicates that there is not sufficient drop-off of trucks on any section to vary the overlay thickness because of traffic. A review of the deflections taken for the project shows that a slightly thicker overlay is needed on the northbound lanes. A copy of the overlay requirements for various expected design years is attached.

Alternate estimates for 2-, 5- and 10-year overlays are attached. These assume travel lane overlays only, with feathering out on the median and shoulders. No adjustment or other work on shoulders or median barrier is included. No drainage work is included. The overlay would not go over the existing structures.

These prices assume that the work would be done in the 1981 construction season.

ADO:ja

Attachments

81-125-1387

TABULATION SHEET

OREGON STATE HIGHWAY
DIVISION

SHEET ...... OF ...... SHEETS

Hayesville Inter - Battle Creek

Inches Pacific Hwy #1

ACOL Required Marion Co.

Year		SB		NB
80				
81		2.5		2.5
82		3.0		3.5
83		3.5		3.5
84		3.5		4.0
85		4.0		4.5
90		4.5		5.0
2000		5.5		5.5

4 Lane Section

Vorsteeg
Anderson
Christensen
1 Olson CK.
Sullivan
Terpin
Trout
Wakerlig

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JUL 22 1980
ROAD DESIGN SECTION

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Action

7-23-80

Alternate Cost Estimate
HAYESVILLE INTCH. - BATTLE CR.
1981 Const. Season Prices

Length = 8.35 Mi.

Based On Full Depth Overlay On Travel Lanes And Feathering Out To Edge of Shoulder & Median.
No Guard Rail Or Median Barrier Replaced Or Raised.
No Inlets Adjusted

Match Extg. Structures
Includes 20% For E. & C.

3" SB & 3½" NB Overlay + 1" Leveling	$3,180,000–
Heater Scarification For Leveling + 3" SB & 3½" NB Ovly.	$2,660,000–

Good For 2 Years

4" SB & 4½" NB Overlay + 1" Leveling	$3,930,000–
Heater Scarification For Leveling + 4" SB & 4½" NB Ovly.	$3,410,000–

Good For 5 Years

4½" SB & 5" NB Overlay + 1" Leveling	$4,280,000–
Heater Scarification For Leveling + 4½" SB & 5" NB Overlay	3,760,000–

Good For Ten Years

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE: Mai. 12-9

June 18, 1980
Salem, Oregon

FROM: Gerald Wimer Gerald Wimer
REGION CONSTRUCTION ENGINEER

SUBJECT: Deteriorated Pavement Conditi
Salem By-pass Section
Pacific Interstate Highway

TO: Hal Versteeg
ROADWAY DESIGN ENGINEER

This office shares your concern about the deteriorated condition of the pavement on the Salem By-pass section. Our maintenance budget contains very limited funding to cope with the problem of this magnitude. See District Engineer Richard Kuehn's attached June 16 report for the full details.

Both Mr. Kuehn and this office support a heater-scarification experimental project with a 2" overlay. We would want a heavy pavement grade asphalt tack coat throughout.

Such an overlay would provide a far superior interim surfacing than simply patching on a virtually losing basis. An overlay could have some potential, although limited, salvage value whenever a more thorough reconstruction project is undertaken.

If we can provide more supporting information or detail, please let us know.

Attch.
GW/rgb
cc: Richard Kuehn

1 Versteeg ✓
Anderson
Christensen
Olson
Sullivan
Terpin
Trout
Wakerlig

RECEIVED
JUN 18 1980
ROAD DESIGN SECTION

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Form 81 734-3[illegible]

REGION 2 ENGINEER
RECEIVED
FILE:
☐ RLE JUN 16 1980 ☐ RDE
☐ RE ☐ RCE ☐ RME ☐ RTE ☐ [illegible]OE
☐ ULE ☐ GEO ☐ RSO ☐ [illegible] ☐ [illegible]FE

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE
June 16, 1980
Salem, Oregon

FROM: Richard Kuehn
Richard Kuehn
DISTRICT III ENGINEER

TO:
C. O. Fredrickson
REGION II ENGINEER

SUBJECT:
Pavement Maintenance
I-5
Salem.

You asked me to evaluate what our pavement surface maintenance on the Salem Bypass would cost between now and the reconstruction of the Bypass.

Both the quantity and cost of tonnage needed are speculative, but I have made some estimates on these items. I know that at this time it would take 4,000 Tons to do a reasonable patching job this year. This would patch a good percentage of the broken pavement and would make some minor improvement in the ride of this section. This pavement has deteriorated to the point that it will take progressively more tonnage to keep it at the same condition level. I have assummed a 10% per year increase in the cost of the asphalt in place. These assumptions generate the following costs between now and 1985:

Year	Tons	Unit Cost	Cost
1980	4,000	25	100,000
1981	5,000	28	140,000
1982	6,000	30	180,000
1983	7,000	33	231,000
1984	8,000	37	296,000
1985	9,000	40	360,000
		Total Cost	$1,307,000

Since we have historically been getting about 23,000 Tons per year for the entire District, it is not reasonable to assume that we will be able to place as much material as shown above. A feasible alternative would be to obtain extra money to do a good patching job now that would carry this section through this period with only additional patching late in the period. The cost of this proposal is shown below:

Year	Tons	Unit Cost	Cost
1980	14,000	25	350,000
1981	-	-	-
1982	-	-	-
1983	2,000	33	66,000
1984	3,000	37	111,000
1985	4,000	40	160,000
		Total Cost	$687,000

Without outside help of some kind we will not be able to maintain this section at the level consistent with either of the two above programs. This year we will be able to put only about 900 Tons on this section. During a "normal" year we can allocate about 2000 Tons to this section. This reduced level of maintenance does not remove the humps and bumps that annoy truck drivers, does not eliminate the traffic ruts that trap standing water and does not insure that we won't have a serious pot hole problem during the winter. It is not impossible that we could end up with some liability problems that would cost us more than the higher level of maintenance.

I understand that a heater-scarification project is being considered for this section. The Value Engineering team looked at this process briefly. As I recall, about 3/4 inch of material can be heated and reworked. If the material from the high spots is moved into the ruts, it would reduce the overall depth of the ruts by 1^{1}/2 inch. A 2 inch overlay over the reworked material would take out even more of the irregularities. The finished product would have a much better ride and would be sealed to prevent the considerable water intrusion that is now occurring. Such a project should allow us to get through this interim period with only light patching later on.

RK/ep

9249

L.

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION FILE: 624-1040

INTER-OFFICE CORRESPONDENCE

January 29, 1980

Salem, Oregon

C. O. Fredrickson

FROM: C. O. Fredrickson
REGION II ENGINEER

TO: H. S. Coulter
STATE HIGHWAY ENGINEER

SUBJECT: Interim Maintenance
Hayesville-Battle Cr. Section
Interstate 5
Marion County

RECEIVED
STATE HWY ENGR
JAN 30 '80
REFER TO
FOR
Info | Immed | R/D | D/R | Sign | Act | File

The delay in contracting the improvements to the subject section of highway necessitated by the adjustments in Oregon's Interstate Highway program will require that additional maintenance effort be placed upon this section to carry it for from three to five years, depending on the outcome of the City of Salem's negotiation with the Federal government. In an attempt to determine the amount of work which should be done to carry the highway section through this interim period I asked Richard E. Nelson, Resident Engineer on the Battle Cr.-N. Jefferson section to prepare an estimate for a 2" overlay and for a 2" overlay with a 1" leveling allowance. These estimates together with his cover letter are attached for your information.

On the other end of the spectrum would be attempting to provide for additional maintenance work on the section on an interim basis to try to provide a reasonable level of service to the traveling public without attempting to improve the rideability of the whole section or to try to eliminate general maintenance work for the three to five year period of time. Mr. Litchfield, Mr. Wimer, and Mr. Dick Moffitt, the Salem Section Foreman, reviewed the section with this in mind and have come up with a recommendation for additional patching. Their analysis indicates that approximately 4½ miles of the 9 mile section are in bad condition and they assume that a reasonable maintenance effort could be placed on this section with about 14,000 tons of patching material to be placed by the maintenance crews. At an estimated costs of $20 per ton in place, this would require about $280,000.

I believe the condition of this section of highway is such that the additional maintenance effort is somewhat beyond our budget capability and I request that consideration be given to providing us with additional paving tonage or with the opportunity to place at least a minimum overlay on the surface of this highway.

COF/rgb

Scott - they might just as well figure on maintaining it without an overlay - If that entitles them to a little x-tra tonnage (H) Schwab can handle in budget. L

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Salem, OR
January 17, 1980

REGION 2 ENGINEER
RECEIVED
FILE: JAN 17 1980
☐ RLE ☐ RDE
[✓ RE] [✓ RCE] ☐ RME ☐ RTE ☑ ROE
☐ ULE ☐ GEO ☐ RSO ☐ ENV ☐ RFE

FROM: Richard E. Nelson
Resident Engineer

SUBJECT: Estimates
Hayesville-Battle Creek
Pacific Highway

TO: C. O. Fredrickson
REGION II ENGINEER

Attached are estimates to provide a 2" overlay with 1" leveling or 2" overlay without leveling on the Hayesville-Battle Creek section.

Unit prices are as bid on Battle Creek - N. Jefferson.

These estimates do not include:

1) Structure work - feathering is expected to preclude additional surfacing on decks and to not reduce vertical clearance.

2) Drainage - feathering to existing inlets would be required.

3) Guard Rail replacement or adjustment.

2" Overlay and 1" Patching

LOCATION COST ESTIMATE AND QUANTITY SUMMARY

SECTION Hayesville-Battle Cr. UNIT OR PART ____________ Sheet ___ of ______
HIGHWAY Pacific PREFIX ____________ COUNTY Marion

ITEM NO.	SPEC NO.	ITEM DESCRIPTION	UNIT	TOTAL QUANTITY	UNIT PRICE	AMOUNT	
1		Furnishing Field Laboratory	Each	1	3,000	3,000	
2		Mobilization	Lmp Sum	100%		108,300	8%
3		Temp. Prt. & Dir. of Traffic	Lmp Sum	100%		73,000	5%
4		Temp. Signs	Sq. Ft.	1,110	5	5,550	
5		Sequential Arrow Signs	Each	1	3,000	3,000	
6		Flagmen	Hour	2,000	23	46,000	
7		Aggregate Shoulders	Ton	5,000	6.50	32,500	
8		Class "B" AC Mixture	Ton	50,000	10	500,000	
9		Class "C" AC Mix in Leveling	Ton	25,000	10.15	253,750	
10		Asphalt Cement in Mixture	Ton	4,875	100	487,500	
11		Asphalt in Tack Coat	Ton	110	200	22,000	
			Total Bid Items			1,534,600	
		Engineering				122,768	8%
	Additional Anticipated Item						
		Stripe Removal & Striping				44,000	
				TOTAL		1,701,368	

2" Overlay Only

LOCATION COST ESTIMATE AND QUANTITY SUMMARY

SECTION Hayesville-Battle Cr. UNIT OR PART ____________ Sheet ___ of ______
HIGHWAY Pacific PREFIX ____________ COUNTY Marion

ITEM NO.	SPEC. NO.	ITEM DESCRIPTION	UNIT	TOTAL QUANTITY	UNIT PRICE	AMOUNT	
1		Furnishing Field Lab	Each	1	3,000	3,000	
2		Mobilization	Lmp Sum	100%		72,700	8%
3		Temp. Prot. & Direct. Traffic	Lmp Sum	100%		49,000	5%
4		Temp. Signs	Sq. Ft.	1,110	5	5,550	
5		Sequential Arrow Signs	Each	1	3,000	3,000	
6		Flagmen	Hour	1,500	23	34,500	
7		Aggregate Shoulders	Ton	3,380	6.50	21,970	
8		Class "B" AC Mixture	Ton	50,000	10	500,000	
9		Asphalt Cement in Mixture	Ton	3,250	100	325,000	
10		Asphalt in Tack Coat	Ton	73	200	14,600	
			Total Bid Items			1,029,320	
		Engineering				82,345	8%
		Additional Anticipated Item Striping				19,600	
				TOTAL		1,131,265	

9249 1-5

ENVIRONMENTAL REVIEW CHECKLIST

ALL CLEAR 10/16/79

Donald L Rant

11-15-79 Bid Letting ______ All Clear Deadline

SECTION Hayesville Int-Battle Creek
Highway [redacted]
County Marion Region 2
Type of Work 4 Ln O'lay - Safety-Sn nFunds FAI
State __ Consultant __ Plans Avail. __ Yes __ No

	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR	
DOCUMENTS:						
EIS	☒	☐	☐	☐	☐	
Negative Declaration	☒	☐	☐	☐	☐	
Project Assessment	☒	☐	☐	☐	☐	
Write-off Letter	☐	☒	☐	☐	☒	Statewide Assmn't
PERMITS:						
Division of State Lands	☒	☐	☐	☐	☐	
D.O.G.M.I.	☒	☐	☐	☐	☐	
Corps of Engineers	☒	☐	☐	☐	☐	
Coast Guard	☒	☐	☐	☐	☐	
Co. Conditional Use	☒	☐	☐	☐	☐	
NPS Air Pollution	☒	☐	☐	☐	☐	
NPS Water Pollution	☒	☐	☐	☐	☐	
CULTURAL:						
Cultural Survey	☐	☒	☐	☐	☒	
Cultural Salvage	☒	☐	☐	☐	☐	
NOISE:						
Noise Study	☒	☐	☐	☐	☐	

9249 1-5

STATE OF OREGON **INTEROFFICE MEMO**

Highway - Traffic (DEPT.) 378-6537 (TELEPHONE)

TO: D. N. Stoudenmeyer
Preliminary Design Engineer

DATE: September 13, 1979

FROM: L. E. George
Traffic Engineer

SUBJECT: Accident History on Overlay
Hayesville-Battle Creek Section
Pacific Highway No. 1 [redacted]
M.P. 250.22 to M.P. 258.32

This acknowledges your correspondence received September 10, 1979 requesting a review of accident history on subject section. Our investigation revealed no apparent accident problem areas. The 1978 accident rate for the section was 0.17 as compared to the statewide rural rate of 0.39.

L E George
L. E. George
Traffic Engineer

JB:ds

REFERRED TO
Stoudenmeyer
Beard Sample
Cole Watson
Eriksen Lau
Hager Dorn Due
[✓ Return] Discuss Do File Copy
BY FINAL DESIGN ENGINEER

Versteeg
1 Anderson
Christensen Da
Olson
Sullivan
Terpin
Trout
Wakerlig

RECEIVED
SEP 17 1979
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring Up __/__/__
Action

9249 1-5

STATE OF OREGON **INTEROFFICE MEMO**

Highway - Traffic
DEPT.

378-6537
TELEPHONE

TO: J. H. Versteeg
Road Design Engineer

ATTN:
Don Stoudenmeyer

DATE: July 27, 1979

FROM: L. E. George
Traffic Engineer

SUBJECT: Temporary Protection and Diversion of Traffic
Hayesville Interchange-Battle Creek Section
Interstate 5

We have reviewed traffic conditions at the Market Street Interchange and Santiam Highway Interchange on Interstate 5 with regard to the temporary protection and diversion during the resurfacing of Interstate 5. As a result of this review, we offer the following recommendations:

Market Street Interchange

Southbound Offramp

The southbound offramp should remain open to traffic during all stages of construction. There should be adequate room during each stage of construction to provide a safe exit from the freeway utilizing the existing ramp.

Northbound Onramp

During stages I, II and IV (as shown on the attached plans) this onramp should remain open to traffic. Three lanes of northbound traffic can be maintained on the Market Street structure during these stages, and it is our opinion that onramp traffic will be able to safely merge into the mainstream traffic.

During most of stage III the ramp can also remain open, however, during the actual paving operation in stage III, it will be necessary to close the ramp. We suggest diverting this traffic to the Brooks Interchange.

Santiam Highway Interchange

Due to the restricted horizontal clearance under this structure, we recommend closing the westbound to southbound and eastbound to northbound onramps. To handle the vehicles which normally would use these

7/31/79
I concur with Traffic.
DOC

Copy to Region
7-31-79

Plans amended
accordingly DWS

1 Versteeg
Anderson
2 Christensen DOC
3 Olsen
Sullivan
Tergin
Trout
Wekerlig

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SECTION

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July 27, 1979

two ramps, we suggest modifying the traffic pattern on the Santiam Highway as shown on the attached plan. It is estimated that the signal work required in this modification (installation and removal) would cost approximately $40,000 and the sign and striping revisions, $2,000. An estimate of cost for the roadway work should be obtained from Region.

George

L. E. George
Traffic Engineer

DW:jrb

Attachments

9249 1-5

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE: 624-1932

Salem, OR
July 10, 1979

by

FROM: G. W. Wimer
REGION CONSTRUCTION ENGINEER

SUBJECT: Hayesville-Battle Creek
[redacted]
Marion County

TO: Adrian Olson
PRELIMINARY DESIGN ENGINEER

Projecting the 6 inch overlay and the required leveling, the remaining clearances would be;

"D" St.	NB	14.6'
	SB	15.0'
Center St.	NB	14.48'
	SB	14.73'
N. Santiam Hwy	NB	14.33'
	SB	14.64'
Illahee	NB	15.89'
	SB	18.39'
Battle Cr. (Pringle Rd)	NB	14.58'
	SB	14.65'

Not on This project }

1 Versteeg
2 Anderson Doc
3 Christensen
2 Olson
Sullivan
Terpin
Trout
Wakerlig

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The following structures have sustained substantial damage from overheight loads in recent years.

Hayesville NB Uxing of 1E V.C. SB 14'-08"

1977-78 repaired 4 times - needs repair again.

Highway 58 - Harrisburg V.C. 14'-11"

1977-78 repaired twice.

Highway 210 VanBuren St. V.C. 15'-00"

Substantial damage several times.

1W Mar ys River V.C. 12'-9"

Repaired 8-16-76.

Highway 30 Center St. (MP 25.90) **V.C. 15'-11"**

Repaired 8-27-76.

Highway 130 M.P. 5.11 Little Nestucca **V.C. 15'-02"**

Repaired 4-14-77.

Highway 130 M.P. 5.97 Little Nestucca R. **V.C. 15'-02"**

Repaired 4-15-77.

Highway 9 Conder Br. **V.C. 15'-01"**

Repaired 4-26-77 and 5-4-77.

Highway 9 Nehalem River **V.C. 14'-10"**

Repaired 5-02-77.

Highway 130 M.P. 7.55 Little Nestucca **V.C. 15'-01"**

Repaired 8-17-77.

You will note that several of these are approximately 15 feet. This would indicate that some allowance for illegal height plus mobile height (bounce) must be considered.

The Hayesville structure at 14'08" is hit repeatedly, the question arises as to how many times a beam can be subjected to abnormal impact without incurring irreversible damage.

We received an accident record for "Interstate 5 Structures", 1-1-74 to 10-31-78, it does not show any overhead collisions.

The I-5 Uxings in Region II vertical clearances are:

		S.B.	N.B.
Uxing	Boones Ferry Road	17.80	17.60
	Donald Road	17' 1-1/4"	17' 10-1/2"
	Broad Acres	17' 7-3/4"	18'-1"
	Crosby Road	17'-8"	17'-9"
	Woodburn	19' 5-3/4"	18'-6"
	Gervais Road	17' 11-1/2"	17' 7-1/2"
	St. Louis Road	16' 10-1/2"	16' 10-3/4"
	Keene Road	17' 2-5/8"	17'-1"
	Concomy Road	17'-5"	17' 0-3/4"
	Waconda	17' 7-1/2"	20' 3-5/8"
	Brooks	16' 11-3/8"	17' 10-1/8"

		S.B.	N.B.
Quinaby Road		16' 10-1/8"	16' 10-1/2"
Perkins Road		16' 8-3/4"	17' 0-7/8"
Chemawa Road		16'-8"	17'-6"
NB 1E		14' 7-3/4"	14' 8-5/8"
"D" Street	with overlay	15.0'	14.6'
Center Street	with overlay	14.73'	14.48'
N. Santiam	with overlay	14.64'	14.33'
~~Illahee~~	~~with overlay~~	~~18.39'~~	~~15.89'~~ ← Not on Project
Pringle Road → Battle Creek	with overlay	14.65'	14.58'
Jefferson		18' 1-1/4"	15' 11-1/2" ✓
Talbot Road		15' 1-7/8"	15'-10"
Conners Road		15' 10-1/8"	15' 6-1/2"
Viewcrest		17' 4-5/8"	15' 9-1/2"
Highway 16		15' 3-1/4"	15' 1-1/8"
Tallman		15' 7-1/8"	15' 6-1/4"
Co. Road		15' 3-1/2"	15' 1-1/8"
Lebanon Road		16' 3-1/4"	16'-3"
Tangent-Lebanon		15'-8"	15' 7-3/4"
Sand Ridge		15' 8-3/8"	15' 7-1/2"
Boston Mill Road		15' 7-5/8"	15' 6-3/8"
LinnWest		15' 4-1/8"	15'-3"
Ogle Road		15' 7-3/4"	15' 4-1/8"
Highway 212		15'-9"	15' 9-3/4"
Lake Cr.-Brownsville		15' 2-1/2"	15' 2-3/4"
Bond Butte		15' 6-1/4"	15' 7-1/2"
Diamond Hill		15' 1-3/4"	15' 1-5/8"

The Hayesville-Battle Creek section would be the only area with less than 15'; several would be less than 14.5'. The weighmasters advise that they usually allow a 3" tolerance, with a 14' allowable, this leaves 1" for bounce or whatever on the Santiam structure. Without adjustment, this section will require strict enforcement of height restrictions and a truck bypass will require consideration.

REN:GWW:bn

cc: Dick Nelson

9249

1-5

STATE OF OREGON **INTEROFFICE MEMO**

Highway - Traffic
DEPT.

378-6537
TELEPHONE

TO: D. N. Stoudenmeyer
Preliminary Design Engineer

DATE: June 21, 1979

FROM: L. E. George
Traffic Engineer

SUBJECT: Hayesville-Battle Creek Section
Pacific Highway - [redacted]
Marion County

Versteeg copy
Anderson
Christensen
Olson
Sullivan
Terpin
Trout
Wakerlig

RECEIVED
JUN 22 1979
ROAD DESIGN SECTION

Don
CC Beard
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During stage construction of the subject project, it will be necessary for traffic to operate in a single lane in each direction of travel. An analysis of hourly traffic volumes has been conducted from data obtained from the Wilsonville permanent traffic recorder. These hourly volume trends were applied to the project section to identify the time periods when hourly traffic could be expected to exceed the capacity of a single traffic lane. The capacity of a single lane through the work area is estimated to 1,400 vehicles per hour.

The project has a significant volume change at the Santiam Interchange. 1980 daily traffic between Hayesville and Santiam Interchanges is expected to average 36,000 vehicles, while 25,000 is estimated between Santiam and Battle Creek Interchanges. The higher traffic volume north of the Santiam Interchange produces additional time periods that should be avoided when limiting the freeway to a single lane in each direction.

The analysis of traffic volumes indicates the following periods should be excluded from single lane operation for each respective section.

A. Hayesville Interchange - Santiam Interchange

1. Weekends from noon Friday to Monday a.m.
2. Weekdays between 2:00 p.m. and 6:00 p.m. from June 15-September 15.
3. Weekdays between 4:00 p.m. and 6:00 p.m. from September 16-June 14.
4. Major holidays and the day prior to Memorial Day, July 4, Labor Day, Thanksgiving and Christmas. Also the week from Christmas through New Years Day.

B. Santiam Interchange - Battle Creek Interchange

1. Weekends from noon Friday to Monday a.m. between May 10 and September 15.
2. Major holidays and the day prior to Memorial Day, July 4 and Labor Day. Also Wednesday through Sunday during Thanksgiving week and the week between Christmas and New Years Day.

L E George

L. E. George
Traffic Engineer

JH:ds
cc: C. O. Fredrickson, J. H. Versteeg, Bill Beard

1981 SE 257th Dr.-SE Div. 9250
Dr. Sec. on Rowe Rd. in Gresham.
(Grad., rock & pav.)

CHA 6401 3/27/78

9250

HIGHWAY DIVISION INVOICE

INVOICE NUMBER	138277
DATE	12/5/83
YOUR ORDER NUMBER	
BILLING REQ. NUMBER	CA 2228

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DIVISION
TRANSPORTATION BUILDING
SALEM, OREGON 97310

CODE: MULTPUB

MULTNOMAH COUNTY
DEPT OF ENVIRONMENTAL SERVICES
2115 SE MORRISON ST
PORTLAND OR 97214

PREFIX	FUNC	SUB FUNC	OBJECT	P/N GROUP	AMOUNT
	321	00			40,113.36
226-1901	296	00	000		19.27
226-1005	296	00	000		40,094.09
226-1901	297	00	000		(19,27)
226-1005	297	00	000		(40,094.09)

DESCRIPTION	TOTAL PRICE
SOS-2600(1)	
ROWE ROAD - SE 257TH DRIVE TO SE DIVISION DRIVE	
AGREEMENT 6401 CONTRACT 9250	
TOTAL PROJECT COSTS (SEE ATTACHED STATEMENT)	222,387116
LESS: FEDERAL FUNDS	(139,238.00)
COUNTY SHARE OF PE PERFORMED BY COUNTY	(718.77)
COUNTY SHARE OF CONST. ENG. PERFORMED BY COUNTY	(3,687.03)
COUNTY ADVANCE DEPOSIT	(38,630.00)
	40,113.36

Paid FEB 27, 1984

110.00 ACCT. FINAL

IF YOU HAVE QUESTIONS ON THIS INVOICE, PLEASE CONTACT:

HAROLD REYNOLDSON PH: 378-6514 FOR CORRECTNESS OF CHARGES

OR ROSALYN WICKHAM PH: 378-5034 PREPARER OF INVOICE

734-1150 (7-81)

OREGON STATE HIGHWAY DIVISION

ITEMIZED STATEMENT OF FINAL COSTS DATE: 11/1/83

COUNTY: MULTNOMAH AGREEMENT NO: 6401 PROJECT NO: SOS-2600(1)

CONTRACT NO: 9250 SECTION: SE 257th Drive-SE Division Drive

P.E. - Multnomah County	$ 5,061.76
- State	5,032.49
- Audit	199.29
	$ 10,293.54

Construction:	
Payment to Contractor	$181,953.87
Engineering - County	31,114.17
- State	4,368.98
Audit	206.60
Liquidated Damages	(5,550.00)
	$212,093.62

Total	$222,387.16
Less Federal Funds	139,238.00
Less County Advance Deposit	38,630.00
Less Portion of Construction Engienering	3,687.03
Less County Share of P.E.	718.77
AMOUNT DUE STATE	$ 40,113.36

REFERENCE: BILLING 83-21

HR:pf

PROGRAM SECTION
MANAGER ______ PROJECT UNIT ______
DEC 6 1983
MAN. ASSIST. ______ PROGRAM UNIT ______
REFER TO ______
FOR ______

9250

OREGON STATE HIGHWAY DIVISION

ITEMIZED STATEMENT OF FINAL COSTS DATE: 11/1/83

COUNTY: MULTNOMAH AGREEMENT NO: 6401 PROJECT NO: SOS-2600(1)

CONTRACT NO: 9250 SECTION: SE 257th Drive-SE Division Drive

P.E.	Multnomah County		$ 5,061.76
	State		5,032.49
	Audit		199.29
			$ 10,293.54
Construction:			
	Payment to Contractor		$181,953.87
	Engineering	County	31,114.~~71~~ 17
		State	4,368.98
	Audit		206.60
	Liquidated Damages		(5,550.00)
			$212,094.~~16~~ 3.62

Total	$222,387.~~70~~ 16
Less Federal Funds	139,238.00
Less County Advance Deposit	38,630.00
Less Portion of Construction Engienering	3,687.03
Less County Share of P.E.	718.77
AMOUNT DUE STATE	$ 40,113.~~90~~ 36

REFERENCE: BILLING 83-21

HR:pf

226-1901 ✓
426-1915 ✓ 226-1005
~~426-1029~~

9250

8-23-83

ORIGINAL

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

D.O. VOUCHER NO.

STATE VOUCHER NO.

DATE

FHWA SCHEDULE NO.

PAID BY

FINAL VOUCHER FOR PAYMENT UNDER 23 U.S.C. 117

Appropriation:

The United States, Dr., TO Treasurer of the State of Oregon

Address Capitol Bldg.- Salem, OR 97310

STATE Oregon

FEDERAL AID PROJECT NO. SOS-2600(1)

PROGRAM APPROVED

VOUCHER PERIOD From: 3-10-78 To: 9-9-82

FINANCIAL DATA

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S. Federal Funds	LESS PREVIOUS PAYMENTS Limited	NET AMOUNT CLAIMED
$ 5,061.76 5,231.78 2,084.07 209,948.72	$ 5,061.76 5,231.78 2,084.07 149,904.44	85.80% 85.80% 85.80% 85.80%	$ 4,342.99 4,488.87 1,788.13 128,618.01	$ 4,342.99 4,488.87 1,788.13 128,618.01	$ 0.00 0.00 0.00 Bicycle Path 0.00
$222,326.33	$162,282.05	85.80%	$139,238.00	$139,238.00	$ 0.00

The undersigned State highway agency certifies as follows: The above-mentioned project has been completed; the plans, design and construction for said project are in accord with the laws, standards and procedures of this State applicable to projects in this category approved by the Federal Highway Administration or such project exceptions as have been approved by FHWA; and no claim has been presented to or payment made by the United States for the work for which payment is claimed herein.

Oregon *State Highway Agency*

SIGN ORIGINAL ONLY

By Controller *Authorized Officer* 8/23/83 *Date*

I certify that a final inspection of the above project has been made by an authorized official of the Federal Highway Administration. On the basis of such inspection and the State highway agency's certification the amount claimed is approved for payment.

Amount submitted $ 0.00

Adjustments $

Amount Approved $

SIGN ORIGINAL COPY

Signature of Authorized FHWA Representative Date

Form FHWA-1447 (4-78) PREVIOUS EDITIONS ARE OBSOLETE

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	S.E. 257th Dr. S.E. Division Dr. Section Co. Rd. in Multnomah County					
	Preliminary Engineering Type Code P.E.					
	Multnomah County	All Required		85.6%	$ 5,061.76	4,342.99
	State	All Required			5,032.49	
					$ 10,094.25	
	Construction Type Code 6201 Roadway (Sta. 0+09 to Sta. 25+7)					
	Final Contract Payment Summary	Lump Sum			142,082.01	
	Construction Engineering					
	Work by Multnomah County	All Required		88.15%	15,454.44	13,623.08
	Liquidated Damages	Lump Sum			(5,550.00)	
					$ 9,904.44	13,300.33
	Misc. Project Cost					
	Audit Expense (P.E.)	All Required			199.29	
	Auidt Expense (Gr. 8)	All Required			2.06	
	Total Misc. Project Cost				$ 201.35	
	Total Participating Project Cost				$162,282.05	
	Nonparticipating Project Cost					
	Interest on Final Payments	All Required			77.13	
	Final Contract Payment Summary	All Required			39,794.73	
	Audit Expense	All Required			143.17	
	Construction Engineering	All Required			4,368.98	
	Work by Multnomah County (Construction Engineering)	All Required		88.15%	659.73 15,~~660.27~~	13,804.56
	Total Nonparticipating Project Cost				$ 60,044.28	
	Total Project Cost				$222,326.33	13,436.51 3,687.11
	Prepared based on Participating Costs as shown on Federal Billing as of 9/1/83.					D.ff – # 690.76
	AMOUNT CARRIED FORWARD					

Note! - County Share of P.E. is deducted

i.e. Total PE Fed Funds

5061.76 - 4342.99 = $718.77

County was reimbursed $3,887.03 to much for construction engineering so the bill

```
                                                                                              AUGUST 1983          PAGE  895
ACCOUNT SUMMARY - EXPENDITURES & LEDGERS
                                                                                                  FISCAL             GRAND TOTAL
    DESCRIPTION                            PREFIX  FUNCTION SUB F. GR  CURRENT MONTH       YEAR TO DATE          TO DATE
                                     426    1914       903      00 P 1                                              1,762.26
                                                       TOT      P1                                                  1,762.26
                                                       TOT      N9                                                  1,762.26CR
                                                    ** JOB TOTALS **            **                  **                         **

                                                                                                                                     STATE
    SE 257TH-SE DIV                 CONT NO     * FA PROJ NOS SOS 2600001 100                                       4,342.99CR
                                     426    1915       598      00 N 9                                              4,342.99
                                     426    1915       903      00 P 1                                              4,342.99
                                                       TOT      P1                                                  4,342.99CR
                                                       TOT      N9
                                                    ** JOB TOTALS **            **                  **                         **

                                                                                                                                     STATE
    SW 9TH-SW 8TH, PORTLAND         CONT NO     * FA PROJ NOS SOS 2601004 100                                       7,643.67CR
                                     426    1919       598      00 N 9                                              7,643.67
                                     426    1919       903      00 P 1                                              7,643.67
                                                       TOT      P1                                                  7,643.67CR
                                                       TOT      N9
                                                    ** JOB TOTALS **            **                  **                         **

                                                                                                                                     STATE
    MCGLOUGHLIN PED U-PASS, PTLD    CONT NO       FA PROJ NOS XI  0026012 100 X10 0026012 100                       3,444.80CR
                                     426    1923       205      00 P 2                                             34,448.04CR
                                     426    1923       598      00 N 9                                             29,524.00
                                     426    1923       903      00 P 1                                              8,368.84
                                     426    1923       903      00 P 2                                             29,524.00
                                                       TOT      P1                                                  4,924.04
                                                       TOT      P2                                                 34,448.04CR
                                                       TOT      N9
                                                    ** JOB TOTALS **            **                  **                         **

                                                                                                                                     STATE
    MULT CNTY PAVE MARK PROJ #2     CONT NO     * FA PROJ NOS PMS 000S079 100                                       3,587.90CR
                                     426    1924       598      00 N 9                                              3,587.90
                                     426    1924       903      00 P 1                                              3,587.90
                                                       TOT      P1                                                  3,587.90CR
                                                       TOT      N9
                                                    ** JOB TOTALS **            **                  **                         **

                                                                                                                                     STATE
    NE GLISAN-SE HOLGATE BLVD       CONT NO     * FA PROJ NOS XI  9699003 100 X10 9699003                          56,524.11CR
                                     426    1925       598      00 N 9          142.91CR                           46,600.00
                                     426    1925       903      00 P 1                                              9,924.11
                                     426    1925       903      00 P 2                                             46,600.00
                                                       TOT      P1                                                  9,924.11
                                                       TOT      P2                                                 56,524.11CR
                                                       TOT      N9              142.91CR
                                                    ** JOB TOTALS **            142.91CR**          **                         **
```

324-1062	1	SOS -2403-001	42,291.00	65,511.07	64,976.64	66.00	42,884.58	42,291.00	593.58 B	
>424-1046	1	SOS -2403-001				100.00				
324-1939	1	SOS -2403-001	8,360.00	2,739.54	2,739.54	85.77	2,349.70	2,349.70		
324-2532	1	SOS -2403-001	21,440.00	25,388.75	25,388.75	38.20	9,698.50	9,698.50		
		PROJ TOTALS	72,091.00	93,639.36	93,104.93		54,932.78	54,339.20	593.58	
>226-1068	1#	SOS -2500-002	65,984.94	76,953.78	76,905.53	85.80	65,984.94	65,984.94		
>225-1068	8#	SOS -2500-002	12,190.70	14,208.27	14,208.27	85.80	12,190.70	12,190.70		
225-1963	1#	SOS -2500-002	12,633.92	14,737.80	14,724.85	85.80	12,633.92	12,633.92		
225-2505	1#	SOS -2500-002	101.05	279.41	117.77	85.80	101.05	101.05		
		PROJ TOTALS	90,910.61	106,179.26	105,956.42		90,910.61	90,910.61		
325-1070	1#	SOS -2502-001	66,000.00	79,539.82	74,846.90	88.18	66,000.00	66,000.00		
226-1005	1*	SOS -2600-001	128,618.01	206,322.52	149,904.44	85.80	128,618.01	128,618.01		
226-1005	8*	SOS -2600-001	1,788.13	2,084.07	2,084.07	85.80	1,788.13	1,788.13		

802 680 BILLING NUMBER 12

OREGON STATE HIGHWAY DEPARTMENT
FHWA BILLING VOUCHER

10/13/83

PAGE 178

PREFIX	GRP FL	FED AID PROJ	AGREEMENT AMOUNT	TOTAL COSTS TO DATE	PARTIC. AMOUNT	% OF PARTIC.	FEDERAL SHARE	AMOUNT PREV. CLAIMED	ADJUSTMENT AND CODE	AMOUNT OF THIS VOUCHER
>426-1029	1*	SOS -2600-001				100.00				
226-1901	1*	SOS -2600-001	4,488.87	5,231.78	5,231.78	85.80	4,488.87	4,488.87		
>426-1915	1*	SOS -2600-001	4,342.99	4,342.99	4,342.99	100.00	4,342.99	4,342.99		
		PROJ TOTALS	139,238.00	217,981.36	161,563.28		139,238.00	139,238.00		
326-1017	1#	SOS -2601-002	46,882.50	56,221.80	54,641.61	85.80	46,882.50	46,882.50		
426-1018	1#	SOS -2601-002								
326-1946	1#	SOS -2601-002	4,817.24	5,653.90	5,653.90	85.80	4,851.05	4,817.24	33.81 B	
>426-1917	1#	SOS -2601-002								
		PROJ TOTALS	51,699.74	61,875.70	60,295.51		51,733.55	51,699.74	33.81	
326-1017	2#	SOS -2601-003	55,747.12	67,059.47	64,973.33	85.80	55,747.12	55,747.12		
426-1018	2*	SOS -2601-003								
326-1947	1#	SOS -2601-003	4,569.68	5,325.97	5,325.97	85.80	4,569.68	4,569.68		
>426-1918	1#	SOS -2601-003				100.00				
		PROJ TOTALS	60,316.80	72,385.44	70,299.30		60,316.80	60,316.80		
326-1945	1#	SOS -2601-004	643.53	750.04	750.04	85.80	643.53	643.53		
>426-1919	1#	SOS -2601-004	7,643.67	7,643.67	7,643.67	100.00	7,643.67	7,643.67		
		PROJ TOTALS	8,287.20	8,393.71	8,393.71		8,287.20	8,287.20		
>326-1017	3#	SOS -2601-006	5,885.40	7,036.92	6,859.44	85.80	5,885.40	5,885.40		
>426-1018	3#	SOS -2601-006								
326-1942	1#	SOS -2601-006	2,202.37	2,566.87	2,566.87	85.80	2,202.37	2,202.37		

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ACCOUNT SUMMARY - EXPENDITURES & LEDGERS                                  AUGUST 1983          PAGE  769
                                                                             FISCAL             GRAND TOTAL
     DESCRIPTION              PREFIX  FUNCTION SUB F. GR  CURRENT MONTH    YEAR TO DATE           TO DATE
                          225    1963      920     00 P 1                                          101.78
                          225    1963      921     00 P 1                                          528.34
                          225    1963      922     00 P 1                                           38.70
                          225    1963      923     00 P 1                                          418.20
                                           TOT     P1                                           14,724.85
                                           TOT     N1                                               12.95
                                        ** JOB TOTALS **            **              **          14,737.80  **

                                                                                                              STATE
  MORROW CO PV MRKINGS DEMO NO2 CONT NO      * FA PROJ NOS PMS 000S080 100                          89.00CR
                          225    1964      296     00 N 9                                           89.00
                          225    1964      298     00 N 9                                            3.25
                          225    1964      901     00 P 1                                           85.75
                          225    1964      905     00 P 1                                           89.00
                                           TOT     P1                                               89.00
                                        ** JOB TOTALS **            **              **              89.00  **

                                                                                                              STATE
  SE 257TH-SE DIVISION, ROWE    CONT NO      * FA PROJ NOS SOS 2600001 100                       5,212.51CR
                          226    1901      296     00 N 9                                          723.64
                          226    1901      297     00 N 9                                        4,488.87
                          226    1901      298     00 N 9                                          534.26
                          226    1901      901     00 P 1                                          518.80
                          226    1901      905     00 P 1                                          136.48
                          226    1901      906     00 P 1                                        2,074.31
                          226    1901      910     00 P 1                                          285.08
                          226    1901      911     00 P 1                                          177.90
                          226    1901      913     00 P 1                                          199.29
                          226    1901      915     00 P 1                                            5.82
                          226    1901      918     00 P 1                                          123.74
                          226    1901      920     00 P 1                                          915.88
                          226    1901      921     00 P 1                                           28.44
                          226    1901      922     00 P 1                                          231.78
                          226    1901      923     00 P 1                                        5,231.78
                                           TOT     P1                                            5,231.78
                                        ** JOB TOTALS **            **              **           5,231.78  **

                                                                                                              STATE
  CITY WIDE THERMPLAS PAVMT MRK CONT NO      * FA PROJ NOS PMS 000S079 100                       3,587.11CR
                          226    1902      296     00 N 9                                        3,587.11
                          226    1902      298     00 N 9                                           91.10
                          226    1902      901     00 P 1                                        2,893.12
                          226    1902      905     00 P 1                                          100.60
                          226    1902      915     00 P 1                                           75.55
                          226    1902      920     00 P 1                                          371.44
                          226    1902      921     00 P 1                                           55.30
                          226    1902      922     00 P 1                                        3,587.11
                                           TOT     P1                                            3,587.11
                                        ** JOB TOTALS **            **              **           3,587.11  **
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                              TOT       N1
                           ** JOB TOTALS **                 **                **   179,488.41   **

257 DR-DIVISION ST          CONT NO 9250 * FA PROJ NOS SOS 2600001   99                   SOS 2600001  01 STATE
                              226    1005      201       00 P 1          44,426.74CR      44,426.74CR     x140,000.00     81    83
                              226    1005      201       00 P 8           2,082.01         2,082.01         x2,082.01     83    83
                              226    1005      201       00 N 1          39,794.73        39,794.73       x39,794.73      83    83
                              226    1005      203       00 P 1 Liq. Dam. 2,550.00         2,550.00        x5,550.00CR    81    83
                              226    1005      206       00 N 1 Int. Pd. Cont.                                 x77.13  83 82    82
                              226    1005      294       00 N 1           3,687.57CR       3,687.57CR       3,687.57CR    83    83
                              226    1005      296       00 N 9                                           140,716.36CR    81    83
                              226    1005      297       00 N 9                                            37,906.36      81    82
                              226    1005      298       00 N 9                                           102,810.00      81    82
                              226    1005      900       00 P 1           1,292.95CR       1,292.95CR                     81    83
                              226    1005      900       00 N 1 Eng. st.  1,292.95         1,292.95       - 1,294.14      81    83
                              226    1005      903       00 P 1 Loc. Ag. 15,454.44        15,454.44        15,454.44      83    83
                              226    1005      903       00 N 1 Loc. Agc 15,660.27        15,660.27        15,660.27      83    83
                              226    1005      915       00 P 1             204.54CR         143.17CR                     83    83
                              226    1005      915       00 P 8   Audit                          .62             2.06     83    83


ACCOUNT SUMMARY - EXPENDITURES & LEDGERS                                   AUGUST 1983         PAGE  229

                                                                                 FISCAL          GRAND TOTAL      ACTIVE YRS
        DESCRIPTION              PREFIX  FUNCTION SUB F.  GR  CURRENT MONTH    YEAR TO DATE        TO DATE         BEG   END
                              226    1005      915       00 N 1 Audit      204.54           204.54            204.54      83    83
                              226    1005      920       00 P 1             49.28CR          49.28CR                      81    83
                              226    1005      920       00 N 1 Proj. Mngt  49.28           - 49.28             49.28      83    83
                              226    1005      940       00 P 1          1,514.22CR       1,514.22CR                      81    83
                              226    1005      940       00 N 1 Lab.     1,514.22        - 1,514.22          1,514.22      83    83
                              226    1005      941       00 P 1            369.27CR         369.27CR                      81    83
                              226    1005      941       00 N 1 Lab        369.27         -  369.27            369.27      83    83
                              226    1005      944       00 P 1            120.47CR         120.47CR                      82    83
                              226    1005      944       00 N 1 Tech Br.   120.47         -  120.47            120.47      83    83
                              226    1005      945       00 P 1            938.51CR         938.51CR                      81    83
                              226    1005      945       00 N 1 Const Br.  938.51         -  938.51            938.51      83    83
                              226    1005      948       00 P 1             83.09CR          83.09CR                      81    83
                              226    1005      948       00 N 1 Eng         83.09          - 83.09             83.09      83    83
                                               TOT          P1          30,994.63CR      30,933.26CR       149,904.44
                                               TOT          P8           2,082.01         2,082.63           2,084.07
                                               TOT          N1          56,339.76        56,339.76          56,418.08
                                           ** JOB TOTALS **             27,427.14  **    27,489.13  **     208,406.59  **

                                                                                                                   STATE
ARTERIAL ST LT CONVER PRO   CONT NO 9269 * FA PROJ NOS X10 0000027 100
                              226    1006      201       00 P 1                                            275,061.25     81    82
                              226    1006      206       00 N 1                                                569.88     82    82
                              226    1006      295       00 N 9                                             46,686.02     81    83
                              226    1006      296       00 N 9                                   .31      281,434.11CR   81    83
                              226    1006      298       00 N 9                                   .31CR    234,748.09     81    83
                              226    1006      900       00 P 1                                                111.10     81    82
                              226    1006      915       00 P 1                                                284.66     82    83
```

Cont.	Herbst	State	Co.
$ 140,000.00 x		1,294.14 ✓	15,454.44 ✓
2,082.01 x	2.06 ✓	49.28 ✓	15,660.27 ✓
39,794.73 x	204.54 ✓	1514.22 ✓	
77.13 x	206.60	369.27 ✓	31,114.71
		120.47 ✓	
$ 181,953.87		938.51 ✓	
		83.09 ✓	
		4,368.98	

Liquidated Damages $ 5550.00 x

$ 212,094.16
− 139,238.00
− 38,630.00
Portion of Cost Eng. 3,687.03
$ 30,539.13
10,293.54
40,832.67
Co. share of P.F. 718.77

Due State 40,113.90

9250

2

October 25, 1982

Mitchell, Lang & Smith
Attorneys at Law
101 S.W. Main Street
Portland, OR 97204

CON 5
#9255, 9250, 9404,
9397, 9396, 9391

Attention: Thane W. Tienson

Gentlemen:

This will acknowledge your letter of October 7 stating that you represent Fireman's Fund Insurance Company, surety for Gresham Paving, Inc., on Contract Nos. 9255, 9250, 9404, 9397, 9396 and 9391.

As requested in that letter, the Highway Division will make the checks for the contract balances on all the above projects payable to Gresham Paving Company, & Fireman's Fund Insurance Companies and mailed to:

Mr. B. Michael Bowen
Fidelity and Surety Specialist
Fireman's Fund Insurance Company
P. O. Box 3825
Portland, OR 97208

Sincerely,

NOTED ON CARD
dc 10-25-82

Robert W. Gormsen
COMMISSION SERVICES

cc: Gresham Paving, Inc.
4540 S.E. 174th
Portland, OR 97236

Boyd & Company Insurance
10201 S.E. Washington St.
Portland, OR 97216

Mr. B. Michael Bowen
Fidelity & Surety Specialist
Fireman's Fund Insurance Company
P. O. Box 3825
Portland, OR 97208

bc: Jack Sollis
C. T. Kessey
Robert Church
Jan Peterson
Ed Hardt
Charles Lobaugh
Jim McNamee
Willard Hoffman

FKN:dc

Gresham Paving, Inc.
GRADING AND PAVING CONTRACTORS
PHONE 667-1102

4540 S.E. 174 TH AVE.
PORTLAND, OREGON 97236

RECEIVED
OCT 15 1982
LEGAL

October 13, 1982

State of Oregon
Department of Transportation
Transportation Building
Salem, Oregon 97310

Re: State Contract No.'s: 9391, 9396
9397, 9404, 9250 & 9255

Attention: Robert Gormsen

Dear Mr. Gormsen,

As discussed with you yesterday by phone this letter will authorize the payment of our checks to be issued in our name and mailed directly to our bonding company (Fireman's Fund Insurance Co.).

Please contact me if you have any questions.

Sincerely,

GRESHAM PAVING, INC.

Scott F. Pickens
President

JCS
10-18-82

cc: Mike Bowen - Fireman's Fund
Thain Tienson - Attorney

RECEIVED
OCT 15 1982
CO[illegible] [illegible]CES
DEPARTMENT OF TRANSPORTATION

MITCHELL, LANG & SMITH
ATTORNEYS AT LAW
2000 ONE MAIN PLACE
101 S.W. MAIN STREET
PORTLAND, OREGON 97204
TELEPHONE (503) 221-1011

CHARLES T. SMITH
RICHARD L. LANG
WM. H. MITCHELL
JEFFREY M. KILMER
WILLIAM A. MASTERS
WM. KELLY OLSON
E. PENNOCK GHEEN
MICHAEL A. LEHNER
DENNIS J. HUBEL
BRUCE M. WHITE
THANE W. TIENSON
MARGARET LEEK LEIBERMAN

DONALD E. HERSHISER
OF COUNSEL

ANDREW K. CHENOWETH
REX A. MALOTT
BRUCE L. SCHAFER
STEPHEN C. VOORHEES
JAMES R. MARTIN
JOHN A. WITTMAYER
MARK R. MOLINE

October 7, 1982

10/12/82
Bob called
contractor
to get letter
of ok from
them

Mr. Robert Gormsen
Commission Services
DEPARTMENT OF TRANSPORTATION
Transportation Building
Salem, Oregon 97310

RE: OSHD Jobs 9391, 9396, 9397, 9404, 9250, & 9255
Our File No. 250/30662-0

Dear Mr. Gormsen:

I represent Fireman's Fund Insurance Company, the surety for Gresham Paving, on the above-captioned projects. I hereby direct you to make your checks for the contract balances on all projects payable to "Gresham Paving Company, c/o Fireman's Fund Insurance Companies". All checks should be directed to:

Mr. B. Michael Bowen
Fidelity and Surety Specialist
FIREMAN'S FUND INSURANCE COMPANY
Post Office Box 3825
Portland, Oregon 97208

I've enclosed a copy of the General Indemnity Agreement executed by Gresham Paving Company and the principals involved, Scott and Charlene Pickens. As you will observe, the terms of the agreement permit Fireman's Fund to request all monies owed to Gresham Paving on the projects bonded by Fireman's Fund Insurance Company to be directed to Fireman's Fund. This authority is granted to Fireman's Fund in the event of a failure by Gresham Paving to pay for labor or

[illegible]

materials in the prosecution of the contract (see paragraphs 4 and 5). As you are no doubt aware, there have been such failures, and it is for that reason that this request is being made.

Thank you for your cooperation. Please call me if you have any questions.

Very truly yours,

Thane W. Tienson

TWT:dj
Enclosures

cc: Jan Peterson
Michael Bowen
Robert D. Church

RECEIVED
OCT 8 1982
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

FIREMAN'S FUND
INSURANCE COMPANIES

☐ FIREMAN'S FUND INSURANCE COMPANY
☐ THE AMERICAN INSURANCE COMPANY
☐ NATIONAL SURETY CORPORATION
☐ ASSOCIATED INDEMNITY CORPORATION
☐ AMERICAN AUTOMOBILE INSURANCE COMPANY

Cpy to H.O.

GENERAL INDEMNITY AGREEMENT

KNOW ALL MEN BY THESE PRESENTS, that whereas the undersigned, hereinafter called Indemnitors, have requested and do hereby request FIREMAN'S FUND INSURANCE COMPANY, THE AMERICAN INSURANCE COMPANY, NATIONAL SURETY CORPORATION, ASSOCIATED INDEMNITY CORPORATION or AMERICAN AUTOMOBILE INSURANCE COMPANY, as the case may be, any one or all hereinafter referred to as Surety, to execute or procure the execution of such bonds, undertakings or recognizances (all of which are hereinafter included within the term "bond or bonds") as have been and such as may hereafter be applied for directly or through an agent, attorney or other representative or required, solely or as co-adventurer with others, by any of the Indemnitors or by any person, firm, corporation or association whose name shall, for that purpose, have been furnished to the Surety by any of the Indemnitors, it being understood and agreed that this instrument shall cover all bonds so applied for and executed, whether or not this instrument is referred to or mentioned in connection therewith;

NOW, THEREFORE, in consideration of the premises and of the execution or continuance of such bonds, the Indemnitors for themselves, their heirs, executors, administrators, successors and assigns, do hereby jointly and severally, covenant and agree with the Surety, its successors and assigns, as follows:

1. The Indemnitors will pay, when due, all premiums for each of such bonds in accordance with the Surety's regular manual rates in effect on the date such bond becomes effective, as long as liability thereunder shall continue, and until the Surety is furnished with evidence satisfactory to the Surety of its discharge or release from the bonds, or of all liability by reason thereof.

2. The Indemnitors will indemnify the Surety against any and all liability, loss, costs, damages, fees of attorneys and other expenses which the Surety may sustain or incur by reason of, or in consequence of the execution of such bonds and any renewal, continuation or successor thereof, including but not limited to, sums paid or liabilities incurred in settlement of, and expenses paid or incurred in connection with claims, suits, or judgments under such bonds, expenses paid or incurred in enforcing the terms hereof, in procuring or attempting to procure release from liability, or in recovering or attempting to recover losses or expenses paid or incurred, as aforesaid.

3. If the Surety shall set up a reserve to cover any liability, claim asserted, suit or judgment under any such bond, the Indemnitors will, immediately upon demand and whether or not the Surety shall have made any payment therefor, deposit with the Surety a sum of money equal to such reserve and any increase thereof as collateral security on such bond, and such sum and any other money or property which shall have been or shall hereafter be pledged as collateral security on any such bond shall be available, in the discretion of the Surety, as collateral security on all bonds coming within the scope of this instrument or for any other indebtedness of the Indemnitors to the Surety; and any such collateral security shall be held subject to the terms of the Surety's regular form of receipt for collateral, which is by reference made a part hereof.

4. If any such bond be given in connection with a contract, the Surety in its sole discretion is hereby authorized, but not required, (a) to consent to any change in the contract or in the plans and specifications relating thereto; (b) to make or guarantee advances or loans for the purposes of the contract without any obligation to see to the application thereof, it being understood that the amount of all such advances or loans shall be conclusively presumed to be a loss hereunder for which the Indemnitors are liable; (c) in the event of any default in the performance of the contract, or the breach of this agreement or of any bond connected therewith, or the failure to diligently prosecute the work under any contract, or to pay for labor and materials used in the prosecution of the contract, or in the event work has ceased or been suspended on any contract or contracts covered by any said bonds, to take possession of the work under the contract, and, at the expense of the Indemnitors, to complete the contract or cause the same to be completed or to consent to the completion thereof, and to take any other action which the Surety may deem appropriate. In the event that the Surety takes possession of the work as above provided, the Indemnitors hereby release and discharge the Surety, in this connection, from all liability for all its actions and omissions except for deliberate malfeasance.

5. The Indemnitors hereby assign, transfer, pledge and convey to the Surety (effective as of the date of each such bond, but only in the event of default, breach or failure as referred to in preceding Section 4.), as collateral security, to secure the obligations hereunder and any other indebtedness and liabilities of the Indemnitors to the Surety, all of their rights under the contracts, referred to in such bonds, including their right, title and interest in and to (1) all subcontracts let in connection therewith and such subcontractors' surety bonds, (2) all machinery, plant, equipment, tools and materials which shall be upon the site or sites of the work or elsewhere for the purposes of the contracts, including all materials ordered for the contracts, and (3) any and all sums due or which may thereafter become due under such contracts and all sums due or to become due on all other contracts, bonded or unbonded, in which any or all of the Indemnitors have an interest.

6. The Surety may at its option, file or record this agreement or any other document executed by any or all of the Indemnitors, individually or jointly, in connection with application, issuance or execution of any bond or bonds, as a security agreement or as part of a financing statement or as notice of its prior interest and assignment under the provisions of the Uniform

360124—11-65

Commercial Code or any other statute or regulation of any jurisdiction or agency, but that the filing or recording of such document shall be solely at the option of the Surety and that the failure to do so shall not release or impair any of the obligations of the Indemnitors under this agreement.

7. If any of the bonds are executed in connection with a contract which by its terms or by law prohibits assignment of contract proceeds, or any part thereof, the Indemnitors covenant and agree to hold all money or other proceeds of the contract, whether received as payment or loan, as a trust for the benefit of the Surety and to use such money or other proceeds for the purpose of performing the contract and discharging the obligation of the bond, and for no other purpose, until the bond is completely exonerated.

8. The Surety shall have the exclusive right to decide and determine whether any claim, liability, suit or judgment made or brought against the Surety or the Indemnitors or any one of them on any such bond shall or shall not be paid, compromised, resisted, defended, tried or appealed, and the Surety's decision thereon, if made in good faith shall be final and binding upon the Indemnitors, unless the Indemnitors shall request the Surety to litigate such claim or demand, or to defend such suit, or to appeal from such judgment, and shall deposit with the Surety, at the time of such request, cash or collateral satisfactory to the Surety in kind and amount, to be used in paying any judgment or judgments rendered or that may be rendered, with interest, costs, expenses and attorneys fees, including those of the Surety. An itemized statement of payments made by the Surety for any of the purposes specified herein, sworn to by an officer of the Surety, or the voucher or vouchers for such payments, shall be prima facie evidence of the liability of the Indemnitors to reimburse the Surety for such payments, with interest.

9. The Indemnitors hereby authorize the Surety in its sole discretion to do the following: (a) from time to time to make or consent to any change in, or issue any substitute for or renewal of, any such bond, or in any contract referred to in any such bond, and this instrument shall apply to such substituted or changed bond or renewal; (b) if any such bond be given in an action or proceeding in any court, to recognize any attorney of record in such action or proceeding for any party thereto at the date of the execution of such bond as the authorized representative of such party until the Surety shall have been fully discharged from liability under such bond; (c) to take such steps as the Surety may deem necessary or proper to obtain release from liability from any such bond.

10. The Indemnitors hereby waive notice of the execution of any such bonds or of any act, fact or information coming to the notice or knowledge of the Surety concerning or affecting its rights or liabilities under any such bond or rights or liabilities of the Indemnitors hereunder, notice of all such being hereby expressly waived.

11. If the Surety shall procure any other company or companies to execute or join with it in executing, or to reinsure, any such bonds, this instrument shall inure to the benefit of such other company or companies, its or their successors and assigns, so as to give to it or them a direct right of action against the Indemnitors to enforce this instrument and, in that event, the word "Surety", wherever used herein, shall be deemed to include such company or companies, as their respective interests may appear.

12. The liability of the Indemnitors hereunder shall not be affected by the failure of any party to sign any such bond nor by any claim that other indemnity or security was to have been obtained nor by the release of any indemnity, or Indemnitor, nor the return or exchange of any collateral that may have been obtained; and if any party signing this instrument is not bound for any reason this obligation shall still be binding upon each and every other party.

13. Separate suits may be brought hereunder as causes of action accrue, and suit may be brought against any or all of the Indemnitors; and suit or suits upon one or more causes of action, or against one or more of the Indemnitors, shall not prejudice or bar subsequent suits against any other or all of the Indemnitors on the same or any other cause or causes of action, whether theretofore or thereafter accruing.

14. The Indemnitors waive any defense that this instrument was executed subsequent to the date of any such bond, admitting and covenanting that such bond was executed pursuant to the Indemnitors' request and in reliance on the Indemnitors' promise to execute this instrument. In the event any part of this indemnity agreement shall be void under the law of the place governing the construction hereof, then such part only shall be considered as deleted and the remainder of this agreement shall endure in full force and effect.

15. The Surety, at its option, may decline to execute or participate in or procure the execution of any such bonds.

16. Wherever used in this instrument the plural term shall include the singular and the singular shall include the plural, as the circumstances require.

17. The Indemnitors hereby irrevocably nominate, constitute, appoint and designate the Surety or its designee as their Attorney in Fact with the right, but not the obligation, to exercise all of the rights of Indemnitors assigned, transferred and set over to the Surety in this Agreement, and in the name of the Indemnitors or any of them to make, execute and deliver any and all additional or other assignments, documents or papers, including but not limited to the execution of instruments referred to in Section 5, and the endorsement of checks or other instruments representing payment of contract monies, deemed necessary and proper by the Surety in order to give full effect not only to the intent and meaning of the within assignments, but also to the full protection intended to be herein given to the Surety under all other provisions of this Agreement. The Indemnitors hereby ratify and affirm all acts and actions taken and done by the Surety or its designee as such Attorney in Fact.

18. The Indemnitors hereby waive and abandon, so far as their respective obligations under this agreement are concerned, all rights to claim any of the property, including the respective homesteads, as exempt from levy, execution, sale or other legal process under the laws of any state, territory, or possession.

19. The obligation of the Indemnitors hereunder shall be continuous; provided, however, that any of the Indemnitors may give the Surety not less than thirty days written notice by registered mail of his desire to terminate this agreement but any such notice of termination shall not operate to modify, bar, discharge, limit, affect or impair his liability hereunder on or by reason of any such bond executed prior to the termination of such thirty days.

20. This agreement may not be changed or modified orally. No change or modification shall be effective unless specifically agreed in writing.

IN TESTIMONY WHEREOF, th demnitors, intending to be legally bound by, have hereunto set their hands and affixed their seals this 23rd day of February, 19 81.

Witness or Attest

GRESHAM PAVING, INC.

By: X _______________ (Seal)
Scott Pickens, President

P. O. Address _______________

By: X _______________
Scott Pickens, Individually
_______________ (Seal)

P. O. Address _______________

By: Charlene Pickens
Charlene Pickens, Individually
_______________ (Seal)

P. O. Address _______________

____

_______________ (Seal)

P. O. Address _______________

____

_______________ (Seal)

P. O. Address _______________

INDIVIDUAL(S) ACKNOWLEDGMENT

STATE OF Oregon }
COUNTY OF Multnomah } ss:

On this June 2, 81 day of _______________, 19____, before me personally came Scott Pickens & Charlene Pickens, to me known and known to me to be the *individual(s)* who executed the foregoing instrument, and acknowledged that they executed same.

Cynthia L. Patterson
NOTARY PUBLIC

PARTNER(S) ACKNOWLEDGMENT

STATE OF _______________ }
COUNTY OF _______________ } ss:

On this _______________ day of _______________, 19____, before me personally came _______________, to me known, and stated that ____he____ is (are) *partner(s)* in the firm of _______________

____

and acknowledged that ____he____ executed the foregoing instrument as the act of the said firm.

____
NOTARY PUBLIC

(FOR CORPORATE ACKNOWLEDGMENT(S) SEE FOLLOWING PAGE)

CORPORATE ACKNOWLEDGMENT(S)

STATE OF Oregon
COUNTY OF Multnomah } ss:

On this 2nd day of June, 19 81, before me personally came Scott Pickens, to me known, who, being by me duly sworn, did depose and say that he resides in Boring, Oregon, that he is the President of the GRESHAM PAVING, INC. the *corporation* which executed the foregoing instrument; that he knows the seal of the said corporation; that the seal affixed to the said instrument is such corporate seal; that it was so affixed by order of the Board of Directors of the said corporation, and that he signed his name to the said instrument by like order.

Cynthia L. Patterson
NOTARY PUBLIC

STATE OF
COUNTY OF } ss:

On this ______ day of ______, 19___, before me personally came ______, to me known, who, being by me duly sworn, did depose and say that he resides in ______, that he is the ______ of the ______, the *corporation* which executed the foregoing instrument; that he knows the seal of the said corporation; that the seal affixed to the said instrument is such corporate seal; that it was so affixed by order of the Board of Directors of the said corporation, and that he signed his name to the said instrument by like order.

NOTARY PUBLIC

STATE OF
COUNTY OF } ss:

On this ______ day of ______, 19___, before me personally came ______, to me known, who, being by me duly sworn, did depose and say that he resides in ______, that he is the ______ of the ______, the *corporation* which executed the foregoing instrument; that he knows the seal of the said corporation; that the seal affixed to the said instrument is such corporate seal; that it was so affixed by order of the Board of Directors of the said corporation, and that he signed his name to the said instrument by like order.

NOTARY PUBLIC

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files

VICTOR ATIYEH

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

FILED
AUG 16 1982
NORMA PAULUS
SECRETARY OF STATE

August 13, 1982

IN REPLY REFER TO
FILE NO.:

CON 5
#9250

Mr. Jack H. Cairns
Attorney at Law
1312 Commonwealth Building
421 S.W. 6th
Portland, OR 97204

RECEIVED
PAULUS

Dear Mr. Cairns:

This will acknowledge your letter of July 29 with attached Claim on Bond from Gresham Sand and Gravel for material furnished to Gresham Paving, Inc., in the amount of $46,766.43 plus interest.

The claim states this is in reference to the Gresham Paving, Inc., Contract No. 9250 for work on the S.E. 257th Drive-S.E. Division Drive Section of Rowe Road in Multnomah County.

The Fireman's Fund Insurance Company through their agent, Boyd and Company Insurance, furnished the bond on this contract. We will advise them and the prime contractor of the receipt of this claim. We will also forward it to the Secretary of State for filing.

Please advise this office (121 Transportation Building, Salem, OR 97310) when your client's claim has been satisfied.

Sincerely,

Robert W. Gormsen

Robert W. Gormsen
COMMISSION SERVICES

NOTED ON CARD
8-16-82 dmc

dmc

cc: Gresham Paving, Inc.
4540 S.E. 174th Street
Portland, OR 97236

Fireman's Fund Insurance Co.
Fidelity & Surety Department
121 S.W. Salmon St., Suite 900
Portland, OR 97204

Boyd and Company Insurance
10201 S.E. Washington
Portland, OR 97216

bc: Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

JACK H. CAIRNS
ATTORNEY AT LAW
1312 COMMONWEALTH BUILDING
421 S.W. 6TH
PORTLAND, OREGON 97204
228-3347

July 29, 1982

Department of Motor Vehicles
State of Oregon
Oregon State Highway Department
Salem, Oregon 97310

Re: No. 9250

Gentlemen:

I enclose herewith Claim on Bond between Gresham Sand & Gravel Co. and Gresham Paving, Inc.

Very truly yours,

Jack H. Cairns

JHC/tan
Enc.

CLAIM ON BOND

TO THE STATE OF OREGON, HIGHWAY DEPARTMENT:

Notice is hereby given that the undersigned, Gresham Sand & Gravel Co. of P. O. Box 271, Gresham, Oregon has a claim for sand and gravel furnished by Gresham Sand & Gravel Co. to Gresham Paving, Inc., 4540 S.E. 174th, Portland, Oregon 97236 in the sum of $46,766.43 plus interest from October 15, 1981 at the rate of 9 percent per month against the bond taken from Gresham Paving, Inc. as principal and Fireman's Fund Insurance Co. Bond # ________________ as surety, being that bond for the work on Rowe Road, east from Southeast 257th to Southeast Division Street, Gresham, Oregon, Multnomah County, for which work the bond was taken.

DATED this 29 day of July, 1982.

GRESHAM SAND & GRAVEL

By: Roger W Ekstrom
President

9250

L.

August 13, 1982

Fireman's Fund Insurance Co.
Fidelity & Surety Department
121 S.W. Salmon St., Suite 900
Portland, OR 97204

CON 5
#9250

Gentlemen or Ladies:

On August 4, 1982, we wrote to you concerning release of final payment on Contract No. 9250 awarded to Gresham Paving, Inc., for work on the S.E. 257th Drive-S.E. Division Drive Section of Rowe Road in Multnomah County.

Final payment on this contract is $2,000 and the total contract amount is $176,326.74, including $9,204.91 for work performed under force account.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

dmc

cc: Gresham Paving, Inc.
4540 S.E. 174th Street
Portland, OR 97236

Boyd & Company Insurance
10201 S.E. Washington
Portland, OR 97216

bc: C. T. Keasey
Walt Hart
E. L. Hardt

9250

file

L

8-4-82

REPORT OF ACTION UNDER DELEGATED AUTHORITY BY

ASSISTANT STATE HIGHWAY ENGINEER

On behalf of the Commission and under delegated authority, the following contracts were accepted as being completed according to specifications:

Contractor and Contract No.	Section and County	Acceptance Date
Todd Building Co. No. 9198	Justice Center, Phase 2 Multnomah County	July 12,1982
Mill Plain Elect., Inc. No. 9388	SE Powell Blvd. @ SE 174th Ave. Multnomah County	July 20, 1982
W. R. Grasle Co. No. 9366	Mt. Hood Hwy. @ Towle Ave. (Gresham) Multnomah County	July 20, 1982
Roy L. Houck Construction Co. No. 9290	"S" Curve (Woodburn) Marion County	July 20, 1982
Mill Plain Electric,Inc. No. 9387	NE Columbia Blvd. @ NE 47th Ave. Multnomah County	July 30, 1982
Roy L. Houck Const. No. 9260	Clackamas/Boring Hwy. @ SE Foster Rd. (Damascus) Clackamas County	July 30, 1982
Elting, Inc. No. 9086	NE Hancock St.-SE Yamhill St. Multnomah County	July 30, 1982
Gresham Paving, Inc. No. 9250	SE 257th Dr.-SE Division Dr. Multnomah County	August 3, 1982
Hansen Electric Co., Inc. No. 9207	Beaverton/Tualatin Hwy. @ SW Hunziker St. (Tigard) Washington County	August 3, 1982
G.S.Hulsey Crushing,Inc. No. 9447	Port Orford Rock Production Curry County	August 3, 1982

August 4, 1982

W. E. Schwartz, P.E., P.L.S.
Ass't. State Highway Engineer

9250

Narrative Report

1 Verstoeg ✓
Anderson
2 Adams
Olson
Cy Sullivan
7 Terpin
Troui
Wakerlig

RECEIVED
JUN 4 1982
ROAD DESIGN
SECTION

Do Not File ☐
Return To
Bring Up / /
Action

S.E. 257th Drive - S.E. Division Drive
S.E. Rowe Rd.
Prefix 226-1005
F.A.P. S0S-2600(1)
Contract No. 9250

Ret 6-9-82

The contract for this project was awarded to Gresham Paving Inc. on February 23, 1981, with the "Calendar Day" count starting on July 1, 1981. Because the City of Gresham Water Co. did not have their water line lowered below sub-grade, even though they had ample notice, the contractor decided to wait until they were threw. The water company finished lowering their line on July 24th, and Gresham Paving commenced work on July 24th, 10 days later.

The construction signing, clearing and grubbing were done, and the removing of existing asphalt started on July 24th. General excavation was started on July 25th. On July 27th the contractor hit a gas line which was above sub-grade. The gas company started lowering their line which took until August 6th to finish. During this time the contractor started excavating below sub-grade because of very soft and unsuitable material. Also during this time two way traffic was very difficult to maintain, the contractor did his best, and the road was always open to two-way traffic by quitting time.

On August 20th the curb crew started forming for curbs and driveways. They finished the driveways on September 1st and the curbs on September 15th. The rest of the time up to September 23rd, was spent on inlets, drainage, rocking, and paving. This done, on September 23rd, the contractor was given a list of "things to be done to complete the project".

1. Sand seal all A.C. joints.
2. Fine grade and compact sidewalk areas.
3. Compact the shoulder areas.
4. General cleanup.
5. Drill mail box posts for "breakaway".

The contractor did not start working again until October 14th, and finished "things to be done to complete the project" on October 16th at which time the "Calendar Day" count was stopped and the 2nd Notification was sent in. The contractor went 54 days over the 60 day Calendar Days allotted in the contract. A time extension was requested by the contractor, and the State granted the contractor 17 days because of the extra work involved in the extensive excavation required below sub-grade because of the soft spots. 37 days liquidated damages were assessed at $150.00 per day for a total of $5,500.00

Richard J. Westrup
Richard J. Westrup
Assistant Engineer

STATEMENT OF OVERRUNS AND UNDERRUNS

SE 257th Ave. - SE Division Dr.
Rowe Rd.
Prefix 226-1005 Contract No. 9250 F.A.P. No. SOS-2600(1)
Contractor - Gresham Paving Inc.

Item	Contract Amount	Final Cost	% Diff.
Bid Items	153,186.51	159,059.27	+3.8%
Anticipated Items	0	9,204.91	+100%
Contingencies	6,893.39	13,948.13	+102.3%
Engineering	13,786.79	34,285.00	+148.7%
Liquidated Damages		5,550.00	+100%
Total Authorization	173,866.69	210,947.31	+21.3%

INDIVIDUAL OVERRUNS AND UNDERRUNS

No.	Item	Contract Amount	Final Cost	% Diff.
4	Flagmen	8,640.00	4,248.00	-50.8%
7	Removal of Pavement	2,781.90	3,326.81	+19.6%
8	General Excavation	16,400.80	15,485.76	-5.6%
9	Trench Excavation	379.50	447.48	+17.9%
10	Granular Backfill	772.20	1,287.00	+66.7%
11	Watering	1,610.00	1,283.10	-20.3%
12	1"-0 Aggregate Base	40,403.22	54,767.34	+35.6%
13	Class B or C Asphalt	50,877.09	47,449.91	-6.7%
14	Asphalt in Tack Coat	350.00	290.50	-17%
15	8-Inch Sewer Pipe	2,332.44	2,880.02	+23.5%
17	Extra for Pipe Under Pavement	528.00	135.30	-74.4%
18	Concrete Inlets Type D	2,376.00	1,782.00	-25%
20	4-Inch Concrete Surfacing	2,133.67	2,256.06	+5.7%
23	Salvaging and Stockpiling Pipe	354.00	395.00	+11.6%
24	Adjusting Manholes	1,210.00	1,650.00	+36.4%
25	Reconstructing Manholes	1,100.00	660.00	-40%
26	Setting Mailbox Posts	920.00	560.00	-39.1%
	Anticipated Items	0	9,204.91	+100%
	Contingencies	6,893.39	13,948.13	+102.3%
	Engineering	13,786.79	34,285.00	+148.7%
	Liquidated Damages		5,550.00	+100%

Item 4 - Flagmen

Because of alternate routes there was not much traffic and Flagmen were only needed a small percentage of the time and in most cases only one was needed.

Item 7 - Removal of Pavement

On the original estimate only the pavement removal on the main road was calculated and the pavement removal on the side streets was overlooked.

Item 8 - General Excavation

The difference is our method of calculation on the original estimate is done by planimetering and on the final it is done by the criss cross method.

Item 9 - Trench Excavation

We had to go deeper with the trenchs to get under existing utilities.

Item 10 - Granular Backfill

We had to go deeper with the trenchs to get under existing utilities and therefore more granular backfill was required.

Item 11 - Watering

There was very little dust problem and therefore less water was needed.

Item 12 - 1"-0 Aggregate Base

Because of extensive excavation below sub-grade due to soft and unsuitable material and even though this area was backfilled with 3"-0 Rock approximately up to sub grade (by visual observation) it is quite possible that a large part of this area was below subgrade and therefore was made up with 1"-0 Rock. Also a large part of the overrun of the 1"-0 Rock was due to infiltration of the 1"-0 Rock into the 3"-0 Rock.

Item 13 - Class B or C Asphalt

Not as much asphalt was required on the side streets and on driveways as was originally anticipated.

Item 14 - Asphalt in Tack Coat

Not as much Tack was required because the 2nd lift of asphalt was laid within a couple of days of the 1st lift and therefore required no tack.

Item 15 - 8-Inch Sewer Pipe

Some of the existing sewer pipe we were going to utilize was not suitable and had to be replaced.

Item 17 - Extra for Pipe Under Pavement

One catch basin, type "D", was eliminated, and the run of pipe to the catch basin, 100 ft ±, was not needed.

Item 18 - Concrete Inlets, Type "D"

One concrete inlet type "D" was eliminated.

Item 20 - 4-Inch Concrete Surfacing

Some existing driveways were a little wider than the design measurements indicated.

Item 23 - Salvaging and Stockpiling Pipe

In the process of excavating additional salvage pipe, besides what was known to be there, was uncovered.

Item 24 - Adjusting Manholes

Instead of having to reconstruct some manholes they only needed to be adjusted - thereby increasing the number of manholes to be adjusted.

Item 25 - Reconstructing Manholes

Instead of having to reconstruct some manholes they only needed to be adjusted, thereby decreasing the number of manholes to be reconstructed.

Item 26 - Setting Mailbox Posts

Several of the mailbox posts did not have to be relocated.

Anticipated Items

During excavation it was discovered that there was an extensive area of soft and unsuitable material below subgrade that had to be excavated and this was done on a Force Account basis.

Contingencies

During excavation it was discovered that there was soft and unsuitable material below subgrade that had to be removed, an estimate was made of how much excavation would be required. As it turned out there was more than twice as much to remove as was originally estimated.

Engineering

Because the project went over the 60 Calendar Day Count by 54 days this would almost double the Engineering Costs on this project. There was also extensive delays in the paper work needed from the contractor especially on Force Account and Price Agreement work and much help was given them therefore adding to the cost of Engineering.

Liquidated Damages

The contractor went 54 days over the 60 Calendar Day Count allotted in the contract. The state granted the contractor a 17 day time extension, leaving 37 days on which liquidated damages were assessed.

Richard J. Westrup
Richard J. Westrup
Assistant Engineer

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MORROW CO PV MRKINGS DEMO NO2 CONT NO       FA PROJ NOS PMS 00S080 100                                                    STATE
                                225   1964      296        00 N 9                                             89. 00CR
                                225   1964      298        00 N 9                                             89. 00
                                225   1964      901        00 P 1                                              3. 25
                                225   1964      905        00 P 1                                             85. 75
                                                TOT        P1                                                 89. 00
                                             ** JOB TOTALS **              **                 **              89. 00   **

SE 257TH-SE DIVISION, ROWE     CONT NO     * FA PROJ NOS SOS 600001 100                                                   STATE
                                226   1901      296        00 N 9                             2, 202. 12CR  5, 023. 88CR
                                226   1901      297        00 N 9                                  1. 88       723. 64
                                226   1901      298        00 N 9                             2, 200. 24    4, 300. 24
                                226   1901      901        00 P 1                                 13. 20       509. 21
                                226   1901      901        00 N 1                                               11. 94
                                226   1901      905        00 P 1                                              518. 80
                                226   1901      906        00 P 1                                              136. 48
                                226   1901      910        00 P 1                                            2, 074. 31
                                226   1901      911        00 P 1                                              285. 08
                                226   1901      913        00 P 1                                              177. 90
                                226   1901      918        00 P 1                                                5. 82
                                226   1901      920        00 P 1                                              123. 74
                                226   1901      921        00 P 1                                              915. 88
                                226   1901      922        00 P 1                                               32. 94
                                226   1901      923        00 P 1                                              231. 78
                                                TOT        P1                                 13. 20        5, 011. 94
                                                TOT        N1                                                   11. 94
                                             ** JOB TOTALS **              **                 13. 20   **   5, 023. 88   **
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5-82

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TOTAL TO DATE JOB COST SUMMARY                                                   MAY 1982          PAGE  610
                                                                                   FISCAL          GRAND TOTAL
DESCRIPTION OF JOB OR DEPARTMENT       PREFIX       FUNCTION   GR  CURRENT MONTH   YEAR TO DATE       TO DATE

  CITY WIDE THERMPLAS PAVMT MRK CONT NO     * FA PROJ NOS PMS 00S079 100                                          STATE
                                226   1902      296        00 N 9                        568. 03CR     3, 568. 03CR
                                226   1902      298        00 N 9                        568. 03       3, 568. 03
                                226   1902      901        00 P 1                                          91. 10
                                226   1902      905        00 P 1                                      2, 893. 12
                                226   1902      920        00 P 1                                          75. 55
                                226   1902      921        00 P 1                                         452. 96
                                226   1902      922        00 P 1                                          55. 30
                                                TOT        P1                                          3, 568. 03
                                             ** JOB TOTALS **              **               **         3, 568. 03   **

  NE 242ND-TROUTDALE RD         CONT NO     * FA PROJ NOS XI   880001 100                                         STATE
                                226   1903      296        00 N 9                      5, 527. 32CR    8, 181. 27CR
                                226   1903      298        00 N 9                      5, 527. 32      8, 181. 27
                                226   1903      901        00 P 1          7. 55           746. 75      1, 034. 72
                                226   1903      901        00 N 1         83. 45            83. 45         83. 45
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9250

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                                                                                   MAY 1982          PAGE  162
TOTAL TO DATE JOB COST SUMMARY
                                                                                      FISCAL          GRAND TOTAL      ACTIVE YRS
DESCRIPTION OF JOB OR DEPARTMENT    PREFIX       FUNCTION   GR  CURRENT MONTH     YEAR TO DATE         TO DATE         BEG    END

                                                                                                                        STATE
   SE 257TH DR-SE DIVISION     CONT NO 9250   FA PROJ NOS SOS 600001 100             184,809.56       184,809.56      81     82
                                   226   1005     201      00 P 1                       8,100.00CR       8,100.00CR    81     82
                                   226   1005     203      00 P 1                       4,000.00CR       4,000.00CR    81     82
                                   226   1005     204      00 P 1                     147,142.97CR     151,692.83CR    81     82
                                   226   1005     296      00 N 9                      19,509.39        23,454.83      81     82
                                   226   1005     297      00 N 9                     127,633.58       128,238.00      81     81
                                   226   1005     298      00 N 9         6.75          1,088.03         1,302.26      81     82
                                   226   1005     900      00 P 1                                            1.19      81     81
                                   226   1005     900      00 N 1                                           49.28      81     81
                                   226   1005     920      00 P 1                       1,130.10         1,514.22      81     81
                                   226   1005     940      00 P 1                         367.45           367.45      81     81
                                   226   1005     941      00 P 1        32.24            148.47           160.41      81     82
                                   226   1005     945      00 P 1                          14.50            71.95      81     81
                                   226   1005     948      00 P 1        38.99        175,458.11       176,175.13
                                                  TOT      P1                                                1.19
                                                  TOT      N1
                                            ** JOB TOTALS **             38.99  **    175,458.11  **   176,176.32  **

                                                                                                                        STATE
   ARTERIAL ST LT CONVER PRO   CONT NO 9269 = FA PROJ NOS X10 000027 100             130,343.75       275,061.25      81     82
                                   226   1006     201      00 P 1                       7,235.88                       81     82
                                   226   1006     204      00 P 1                         569.88           569.88      82     82
                                   226   1006     206      00 N 1                     163,707.29CR                     81     81
                                   226   1006     210      01 P 1                                           23.40      81     81
                                   226   1006     295      00                           1,053.98CR      46,662.62      81     82
                                   226   1006     295      00 N 9                                           23.40CR    81     81
                                   226   1006     296      00            11.60CR       25,245.37       280,976.74CR    31     82
                                   226   1006     296      00 N 9        11.60         24,191.39CR     234,314.12      81     82
                                   226   1006     298      00 N 9                          66.45           111.10      81     82
                                   226   1006     900      00 P 1                       2,696.92CR                     81     81
                                   226   1006     903      00 P 1                          15.72            81.03      81     81
                                   226   1006     920      00 P 1         6.45             41.13            45.54      81     82
                                   226   1006     944      00 P 1                         195.52           221.19      81     82
                                   226   1006     945      00 P 1        15.11             65.48           165.12      81     82
                                   226   1006     948      00 P 1
                                                  TOT      00            21.56         28,440.28CR     275,685.23
                                                  TOT      P1                             569.88           569.88
                                                  TOT      N1
                                            ** JOB TOTALS **             21.56  **     27,870.40CR**   276,255.11  **

                                                                                                                        STATE
                                              FA PROJ NOS RRP 704003 100
   PTC RRXING JOHNSON CRK BLVD   CONT NO                                                  18.51CR          18.51CR     82     82
                                   226   1007     296      00 N 9                          18.51            18.51      82     82
                                   226   1007     298      00 N 9                          20.57            20.57      82     82
                                   226   1007     920      00 P 1                          20.57            20.57
                                                  TOT      P1
                                            ** JOB TOTALS **                    **         20.57  **        20.57  **
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9250

2.

VICTOR ATIYEH
GOVERNOR

Department of Transportation
STATE HIGHWAY DIVISION

IN REPLY REFER TO
FILE NO

December 7, 1981

CON 5 #9250

Gresham Paving, Inc.
4540 S.E. 174th
Portland, OR 97236

NOTED
H.S.COULTER

Re: Request for Time Extension
S.E. 257th-S.E. Division St.
(Rowe Rd.)
FAP No. SOS-2600(1)
Contract No. 9250

Gentlemen:

Your request for additional contract time in which to complete the above project has been carefully reviewed.

A contract time extension of 17 calendar days is granted due to the added excavation work.

The adjustment of gas lines and services was anticipated under the original contract terms and no added contract time is granted for this claimed delay.

Should you desire further review, or to submit additional data, please contact the Resident Engineer.

Sincerely,

C T Keasey

C. T. Keasey, P.E., P.L.S.
Assistant State Highway Engineer

CTK:OBJ:fr

cc: H. S. Coulter (w/att.)
~~Ed Hardt~~ "
M. B. Smith "
Bob Church
FHWA "

RECEIVED
STATE HWY ENGR
DEC 7 '81
REFER TO

FOR

Info	Inves	R/D	D/R	Sign	Act	File

orm 734-3123

STATE OF OREGON **INTEROFFICE MEMO**

RECEIVED
NOV 23 1981
CONSTRUCTION BRANCH
ASHE / AE / GCE / SCS / SEO / OM / CA / LE / TC / FE / CP

TO: MARION CRAFT
Region Construction Engineer

DATE: November 19, 1981

FROM: M. B. Smith
Region Liaison Engineer

SUBJECT: CONTRACTOR'S REQUEST FOR
CONTRACT TIME EXTENSION
CONTRACT NO. 9250
SE 257th-SE DIVISION ST
(ROWE RD.)

12-4-81
CTK -
I agree with Mike
Smith's analysis and concur
in recommending a time extension of 17 C.D.

This contract was awarded to Gresham Paving Company on 23 February 1981. Sixty calendar days were allowed for completion of the project with the recording of elapsed time beginning on 1 July 1981 (See attached letter of award). The contractor actually began work on 24 July 1981 (See attached copy of notification of commencement). During the excavation of the old roadbed the contractor encountered unsuitable material which was made evident by the contractor's equipment causing pumping action of the material below the subgrade. After exposing a large area that was pumping it was determined that the unsuitable material should be removed and backfilled with 3"-0 crushed material. The rock was handled on a Price Agreement and the excavation of unsuitable material was handled by Force Account. The contractor began removing unsuitable material on 29 July and finished removal work on 14 August, a total of 17 days.

The gas company was required to lower their gas line, however, the lowering of the gas line would have been necessary even if the unsuitable material was not encountered in as much as their line was within the area to be excavated to the new subgrade. Lowering of the gas line took ten days, July 28 to August 6, 1981. This was done during the same period that the contractor was doing his sub-excavating. In as much as it is the contractor's responsibility to work with the utility companies in adjusting their lines, I feel that the contractor had from 23 February to 24 July to see that this work was accomplished. In any case, the lowering of the gas line was done in conjunction with the contractor's sub-excavation.

I therefore agree in part with the Resident's analysis based on the sub-excavation but feel that the lowering of the gas lines should not be considered in allowing extra days. I would recommend that the contractor be allowed 17 additional days based on the actual days that were required for the additional work involved with sub-excavation of the unsuitable material, rather than the 20 days requested and recommended by the Resident.

CC: Bryant Jackman - with originals.
I agree with Smith's analysis and
his recommendation.
Marion Craft
11-20-81

MBS/gw
Attachment
cc Dick Westrup

9250

STATE OF OREGON
Contract Payments 378-6594

INTEROFFICE MEMO
CON 5

TO: Warren Richards
Construction Office Manager

DATE: November 2, 1981

R. D. Church by mk

FROM: R. D. Church
Contract Payments Coordinator

SUBJECT: Request Contract Acceptance

Contract 9250, Work Completed October 22, 1981
Project SE 257th Dr.-SE Division Dr. SOS
Highway Rowe Rd.
County Multnomah

We request you return a signed copy of this letter recommending acceptance or list conditions that would prevent your acceptance of the contract work.

Recommended Acceptance Date ____________________

Construction Office Manager

RDC:mk

cc: J. B. Boyd
Don Harwell
Hank Wakerlig
John Jenkins
Louis Olson
Leo King

PROJECT MANAGEMENT BRANCH
ASHE ☐ STE ☐
PLE ☐ RE ☐ PRE ☒ Rp
NOV 2 1981
REFERRED TO ________________
FOR ________________
FILE: PM FA LG.

9250

FORM 734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION S.E. 257th Dr. - S.E. Division St.		WEEK ENDING 10-23-81
		SECTION PREFIX 226-1005
HIGHWAY Rowe Road		COUNTY Multnomah
NAME OF JOB S.E. 257th Ave. to S.E. Division St.	KIND OF WORK Road Construction	
CONTRACTOR Gresham Paving	CONTRACT NUMBER 9250	FEDERAL AID PROJECT NUMBER S.O.S. -2600(1)
DATE OF CONTRACT 2-23-81	DATE WORK STARTED 7-1-81	ESTIMATED COMPLETION DATE 8-29-81
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: SUPERVISION:	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS 60	CALENDAR DAYS USED 125
PROJECT AUTHORIZATION: $ 173,866.69	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED 208%
		PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST
EXCLUSIVE OF ENGINEERING: $ 160,079.90	ENGINEERING AUTHORIZATION $ 13,786.79	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 160,079.90	ENGINEERING COST TO DATE $	DATE PROJECT WAS COMPLETED:
ESTIMATED PERCENT: OVERRUN / UNDERRUN ____%	PERCENT OF AUTHORIZATION ____%	

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
100%	100%	100%	100%	100%			

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	0.505	0.505			0.505
MILES PARTIALLY COMPLETED					
MILES COMPLETED	0.505	0.505			0.505
TOTAL ESTIMATED QUANTITIES (CONTRACT)	4316 CY	4709 Tons			1683 Tons
TOTAL QUANTITIES CORRECTED TO DATE	4316 CY	6383 Tons			1569 Tons
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	4316 CY	6383 Tons			1569 Tons
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

		WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	18	Fair	1		
MONDAY	19	Fair	1		
TUESDAY	20	Fair	1		
WEDNESDAY	21	Fair	1		
THURSDAY	22	Fair	1		
FRIDAY	23	Fair	1		
SATURDAY	17	Fair	1		

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RECEIVED
OCT 27 1981
CONSTRUCTION
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GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY 18	No work
MONDAY 19	No work
TUESDAY 20	No work
WEDNESDAY 21	No work
THURSDAY 22	No work
FRIDAY 23	No work
SATURDAY 17	No work

REMARKS

SIGNED ____ LOCATION ____

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP-F216

9250

September 21, 1981

Mr. Robert L. McKee
Attorney at Law
7218 N. Leavitt
Portland, Oregon 97203

Dear Mr. McKee:

RE: Contract No. 9250
Contractor: Gresham Paving Company

On September 17, you wrote to me concerning disposition of a claim by your client Gresham Paving Company. I have referred your letter to Mr. Marion Craft, our Region Construction Engineer. He will contact you concerning this matter.

Future correspondence from you concerning this contract should be sent directly to Mr. Craft at our Milwaukie office.

Marion Craft
Region Construction Engineer
9002 S.E. McLoughlin Blvd.
Milwaukie, Oregon 97222

Sincerely yours,

Stephen H. Macnab
Statistics Engineer

SHM:pf

cc: Jack Sollis
Marion Craft

NOTED
W. H. TEBEAU

Dm H.

ROBERT L. MCKEE & ASSOCIAT

ATTORNEYS AT LAW
7318 N. LEAVITT
PORTLAND, OREGON 97203
TELEPHONE 286-5733
AREA CODE 503

ROBERT L. McKEE
ANN B. WITTE

CANDISE Du BOFF JONES
(1952-1979)

September 17, 1981

Mr. Steve McNabe
Oregon Highway Division
Transportation Bldg., Room 207
Salem, Oregon 97310

RE: CONTRACT NO: 9250
Contractor: Gresham Paving Company
Job Location: Southeast 257th Drive and Rowe Road,
Multnomah County, Oregon

Dear Mr. McNabe:

This office represents Gresham Paving Company concerning their contract with the Oregon State Highway Division for the repair of streets in Multnomah County, Oregon, under contract number 9250.

On July 24, 1981 when the Gresham Paving Company moved onto the job site they found the Northwest Natural Gas Company's lines had not been lowered to sub-grade level,in accord with the plans submitted by the Oregon Highway Division.

On July 25, 1981 while doing the next necessary excavating, the contractor struck and broke a gas main. As a result of the gas mains and service lines not having been lowered, the contractor was unable to proceed with the contract from July 26, 1981 through August 11, 1981.

During this time, the contractor had to maintain traffic control,and on numerous occasions, the gas company dug ditches and left them open for the contractor to have to fill prior to being able to move traffic as required under the terms of the contract.

As a result of being unable to proceed in accord with the terms of the contract, Gresham Paving Company has incurred the sum of $45.000.00 in damages as a result of the men and equipment which were tied up during this period of time and they were unable to proceed.

On behalf of Gresham Paving Company, I am hereby demanding the sum of $45,000.00 be paid to them as additional compensation under contract number 9250.

Please advise our office concerning your intentions toward payment of this claim.

Respectfully yours,

Robert McKee

ROBERT L. McKEE

RLM/alw

cc: Mr. Scott Pickens
Gresham Paving Company

Mr. Jack Sollis
Assistant Attorney General

9250

STATE COPY 2

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	State Oregon
MONTHLY TRANSACTION NUMBER 3-72	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County Multnomah
PROJECT REPORT NUMBER	3/10/81	Project Number SOS-2600(1)
MODIFICATION NUMBER 2		

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on August 15, 19 78, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 10,600.00	$ 183,422.00
Federal funds	$ 9,000.00	$ 139,238.00
Other revisions		

This modification is made for the following reasons: Adding construction phase.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 10th day of March, 19 81.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Asst. State Hwy. Engineer
(Title)

By For: H.S. Coulter

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: E.J. Valach (actg.)

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

File

Oregon State Highway Division
Salem, Oregon March 3, 1981

Federal Aid Project
No. SOS-2600(1)

S.E. 257th Dr.-S.E. Division Dr. Section
Rowe County Road
Multnomah County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code P.E. Preliminary Engineering		All Required	$ 10,600.00
Type Code 6201 Roadway (Sta. 0+09 to Sta. 25+71)			
Mobilization		All Required	$ 3,500.00
Temporary Protection and Direction of Traffic		All Required	2,000.00
Temporary Signs	116 Sq. Ft.	5.00	580.00
Flagmen	480 Hour	18.00	8,640.00
Clearing and Grubbing		All Required	1,000.00
Removal of Structures and Obstructions		All Required	1,500.00
Removal of Pavement	3,091 Sq. Yd.	0.90	2,781.90
General Excavation	4,316 Cu. Yd.	3.80	16,400.80
Trench Excavation	115 Cu. Yd.	3.30	379.50
Granalar Backfill	78 Cu. Yd.	9.90	772.20
Watering	230 M-Gal.	7.00	1,610.00
1"-0 Aggregate Base	4,709 Ton	8.58	40,403.22
Class "B" or "C" Asphalt Concrete	1,683 Ton	30.23	50,877.09
Asphalt in Tack Coat	2 Ton	175.00	350.00
8-inch Sewer Pipe	279 Lin. Ft.	8.36	2,332.44
18-inch Sewer Pipe	24 Lin. Ft.	28.16	675.84
Extra for Pipe Under Pavement	80 Lin. Ft.	6.60	528.00
Concrete Inlets, Type D	4 Each	594.00	2,376.00
Concrete Inlets, Type PB	8 Each	264.00	2,112.00
4-inch Concrete Surfacing	163 Sq. Yd.	13.09	2,133.67
6-inch Concrete Surfacing	167 Sq. Yd.	17.27	2,884.09
Concrete Curbs	1,456 Lin. Ft.	3.96	5,765.76
Salvaging and Stockpiling Pipe	354 Lin. Ft.	1.00	354.00
Adjusting Manholes	11 Each	110.00	1,210.00
Reconstructing Manholes	5 Each	220.00	1,100.00

Length of Roadway ------------------ 0.485 mi.
Cost of Roadway Per Mile -----------$356,334.02

SUMMARY OF FUNDS (88.15%)

Description	Total Cost	Federal Funds	County Funds
Preliminary Engineering	$ 10,600.00	$ 9,000.00	$ 1,600.00
Roadway	172,822.00	130,238.00	42,584.00
TOTAL	$183,422.00	$139,238.00 *	$ 44,184.00

* Limited amount.

Group	1-100%
Contract No.	9250
Prefix	226-1901
Prefix	426-1915
Prefix	226-1005

S.E. 257th Dr.-S.E. Division Dr. Section
Nonparticipating - County Work

Setting Mailbox Posts	23 Each	40.00	$ 920.00

STATE COPY 2.

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	Form Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER 6-112		State Oregon
PROJECT REPORT NUMBER	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County Multnomah
MODIFICATION NUMBER 1	6-16-80	Project Number SOS-2600(1)

The Project Agreement for the above-referenced project entered into between the undersigned parties

and executed by the Division Administrator on August 15, 1978,

is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 6,000.00	$ 10,600.00
Federal funds	$ 5,100.00	$ 9,000.00
Other revisions		

This modification is made for the following reasons: To include approved increase in preliminary engineering costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 16th day of June, 1980.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Asst. State Highway Engineer
(Title)

~~By~~ For: H.S. Coulter

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: G.L. Green

58717

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

Gen file

Oregon State Highway Division
Salem, Oregon June 16, 1980

Federal Aid Project
No. SOS-2600(1)

S.E. 27th Dr.-S.E. Division Dr. Section
Co. Rd. in Multnomah County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code P.E.
Preliminary Engineering

All Required	$10,600.00
TOTAL	$10,600.00

Length of Project ------------ 0.47 miles

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	County Funds
P.E.	$ 10,600.00	$ 9,000.00	$ 1,600.00
Retain in PS&E (Contract)	152,010.00	130,238.00	21,772.00
TOTAL	$162,610.00	$139,238.00	$ 23,372.00

Group 1-100%
Prefix 226-1901

STATE COPY

OMB No. 04-R2089

SE COMPLETED BY FHWA THLY TRANSACTION NO. 8-87	U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION **FEDERAL-AID PROJECT AGREEMENT** 8-15-78	ate Oregon County Multnomah Project No. SOS - 2600 (1)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Co. Rd., Rowe Road

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING	3-10-78	0.47
RIGHTS-OF-WAY		
CONSTRUCTION		
OTHER *(Specify)*		

FUNDS Pro Rata 85.8%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 6,000.00	$ 5,100.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION *(Official name of Highway Agency)*	U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION
By Technical Services Engineer *(Title)*	By *(Division Administrator)* For: G. L. Green
By For: H. S. Coulter State Highway Engineer *(Title)*	Date executed by Division Administrator 8-15-78
By *(Title)*	

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation.

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

File

Oregon State Highway Division
Salem, Oregon August 9, 1978

Federal Aid Project
No. SOS-2600 (1)

S.E. 257th Dr.-S.E. Division Dr. Section
Co. Rd. in Multnomah County

Project Agreement Estimate

Type Code P.E.

Preliminary Engineering	All Required	$6,000.00
	Total	$6,000.00

Length of Project - - - - 0.47 miles

Summary of Funds

Description	Total Cost	Federal Funds	County Funds
P.E.	$ 6,000.00	$ 5,100.00	$ 900.00
Retain in PS&E (Contract)	69,500.00	59,400.00	10,100.00
Total	$75,500.00	$64,500.00	$11,000.00

Group 1 - 100%
Prefix - 226-1901

9250

MULTNOMAH COUNTY OREGON

DEPARTMENT OF ENVIRONMENTAL SERVICES
2115 S.E. MORRISON STREET
PORTLAND, OREGON 97214
(503) 248-5000

DONALD E. CLARK
COUNTY EXECUTIVE

February 19, 1981

Highway Accounting
Room 434
Transportation Building
Salem, OR 97310

Gentlemen:

Enclosed is a copy of the limited power of attorney submitted to the State Treasury Department for the purpose of creating a fund from which to pay Multnomah County's share of improvements related to SOS-2600(1), Rowe Road-S.E. 257th Drive to S.E. Division Drive. This account should be referred to as "Multnomah County FAU Road Account 4640" when making withdrawls.

Would someone please phone Leonard Shoepe, Multnomah County Investment Officer, 248-3440, at the time funds are withdrawn. This will enable us to perform our necessary accounting for these funds.

Sincerely yours,

Robert W. McRae

Robert W. McRae Jr.
Accounting Manager

RWM:vh

Enc.

cc: D. E. Swan

MULTNOMAH COUNTY OREGON

DEPARTMENT OF ENVIRONMENTAL SERVICES
2115 S.E. MORRISON STREET
PORTLAND, OREGON 97214
(503) 248-5000

DONALD E. CLARK
COUNTY EXECUTIVE

February 19, 1981

Oregon State Treasury Department
Room 159
Capital Bldg.
Salem, OR 97310

Gentlemen:

Enclosed is a limited power of attorney for State Local Government Investment Pool account "Multnomah County FAU Road Account 4640" for the purpose of creating a fund from which to pay Multnomah County's share of improvements related to SOS-2600(1), Rowe Road-S.E. 257th Drive to S.E. Division Drive.

We have transferred $38,630 to this account upon instructions from the Department of Transportation.

Sincerely yours,

Robert W McRae

Robert W. McRae, Jr.
Accounting Manager

cc: Highway Accounting

Enc.

RWM:vh

LIMITED POWER OF ATTORNEY
LOCAL GOVERNMENT INVESTMENT POOL
MULTNOMAH COUNTY FAU ROAD ACCOUNT 4640

MULTNOMAH COUNTY, OREGON, hereby appoints the Investment Manager of the Oregon State Excess Fund, as attorney in fact for it and said officer shall have the power of attorney to negotiate warrants made payable to the Oregon State Department of Transportation, Highway Division, and delivered to said officer by either H. S. Coulter, State Highway Engineer; Vernon E. Skoog, Highway Division Controller; Frank R. Griffin, Highway Division Assistant Controller; or Richard Hacek, Highway Division Assistant Controller for the State of Oregon, for the purpose of depositing the proceeds of such warrants to the account of the Oregon State Department of Transportation, Highway Division, with the Oregon State Treasurer.

MULTNOMAH COUNTY, OREGON, has deposited with the State of Oregon Investment Pool the sum of $ 38,630.00 . The purpose of this deposit is to create a fund from which to pay its share of the cost of certain improvements to be made in connection with construction of Rowe Road - S.E. 257th Drive to

Project Name

S.E. Division Drive, SOS-2600(1).

By this document it authorizes the Highway Division of the State of Oregon, Department of Transportation, to draw on the account created by this instrument for the purposes above stated with the State Excess Fund. The authorized signatures of withdrawal will be one of any of the following: H. S. Coulter, Vernon E. Skoog, Frank R. Griffin, or Richard J. Hacek. The signature of either, upon a voucher in a form acceptable to the custodians of the State Investment Pool, shall constitute proper authority for the withdrawal of money up to the total amount of the deposit identified above.

The authorized signatures of the above individuals shall be furnished by the Highway Division of the Department of Transportation to the State Treasury Department.

This power of attorney was authorized by the Chief Executive Officer of Multnomah County, Oregon, this 13th day of February, 1981.

Donald E. Clark
Donald E. Clark
Executive Officer
Multnomah County, Oregon

APPROVED AS TO FORM:
John B. Leahy
JOHN B. LEAHY
County Counsel for
Multnomah County, Oregon

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

February 3, 1981

In Reply Refer to
File No.: ACC

Multnomah County
Department of Environmental Services
2115 S.E. Morrison
Portland, Oregon 97232

Attn: Oliver Domreis
County Engineer

Gentlemen:

On January 29, 1981 the Highway Division received a satisfactory bid from Gresham Paving Inc., 4540 S.E. 174th, Portland, Oregon 97326 for S.E. 257th Drive-S.E. Division Drive Section on Rowe Road. This is an OFF SYSTEM Project No. SOS-2600(1). Based upon the contractor's bid the City's advance deposit will be:

Contractor's Bid	$153,186.51
4 1/2% Contingencies	$ 6,893.39
9% Engineering	13,786.79
TOTAL CONSTRUCTION	$173,866.69
Est. PE Cost	4,000.00
TOTAL COST	$177,866.69
Less Federal Funds	139,238.00
County's Share of Costs	$ 38,628.69

By rounding the County's Advance Deposit will be $38,630.00

We will award the contract when we receive your advance deposit, which should be in this office no later than February 20, 1981.

The attached sheet describes the three options for making your advance deposit. Please select the option you desire and submit your advance deposit according to the instructions.

Very truly yours,

D. E. Swan
Operation Programming Engineer

HR:pf
Attachment

Form 734-3122

9250

Section SE 257th Dr.- SE Division Dr. Programming Estimate $ 247,000
Highway Rowe Road Project Length 0.49 mi.
County Multnomah Completion Time 60 CD
Kind of Work Grading, Rocking & Paving Est. Comp. Date 8-30-81
Prefix 226-1901 Letting Date 1-29-81 Project No. 505-2600(1)

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount . . . . $ 219,337 00

Anticipated Additional Items:
Royalty Payment. . . . . ______
Permit Fees . . . . ______
Slide Correction . . . . ______
Railroad Protective Costs . . . . ______
Other Railroad Costs . . . . ______
Permanent Signing . . . . ______
Permanent Pavement Striping. . . . . ______
Temporary Pavement Striping. . . . . ______
Remove Pavement Striping (Exist. & Temp.) . . . ______
Temporary Erosion Control . . . . ______
State Furnished ______ . . . . . ______
Roadside Seeding & Mulching . . . . ______
Asphalt Cement Adjustment . . . . ______
On the Job Trainees . . . . ______
State Responsibility for Damages . . . . ______
Signal Controller Testing (Engineering) . . . . . ______
Bikeway Signs . . . . ______
Furnish Mailbox Posts . . . . ______
Adjust Utilities:

} $ -0-

Subtotal $ 219,337 00

Contingencies (4-1/2%) 9,870 17

Engineering ([illegible] 9, [illegible]%) 19,740 33

Subtotal $

Credit for ______ . . . . ______

Estimated Net Authorization, Construction . . . . $ 248,947 50

APPROVED Rev 12-29-80

J H Wersting
Road Design Engineer

NOTED
D. O. Christensen

GON STATE HIGHWAY DIVISION

SUMMARY--BID SCHEDULE--COST ESTIMATE

Sheet 1 of 2
Date 12-15-80

Section SE. 257th Dr. - SE. Division Dr.
County Multnomah

Kind Of Work Grading, Rocking & Paving
Length 5.49mi.
Name Butler 12-19-80

No	Item	Code	Unit	Quant.	Unit Cost	Total
	Mobilization		Lump Sum	All	(9%) Lump Sum	18,000-
	Temporary Protection and Direction of Traffic		Lump Sum	All	Lump Sum	5,714-
	Temporary Signs		Sq. Ft.	116	6-	696-
	Flagmen		Hour	480	24^{50}	11,760-
	ROADWORK					
	Clearing and Grubbing		Lump Sum	All	Lump Sum	1,000-
	Removal of Structures and Obstructions		Lump Sum	All	Lump Sum	1000-
	Removal of Pavement		Sq. Yd.	3,091	3-	9,273-
	General Excavation		Cu. Yd.	4,316	6-	25,896-
	Trench Excavation		Cu. Yd.	115	7-	805-
	Granular Backfill		Cu. Yd.	78	13-	1,014-
	Watering		M-Gal	230	10-	2,530-
	1"-0 Aggregate Base		Ton	4,709	11-	51,799-
	Class "B" or "C" Asphalt Concrete		Ton	1,683	32-	53856-
	Asphalt in Tack Coat		Ton	2	250-	500-
	8 inch Sewer Pipe		Lin. Ft.	279	17-	4,743-
	18 inch Sewer Pipe		Lin. Ft.	24	25-	600-
	Extra for Pipe Under Pavement		Lin. Ft.	80	15-	1,200-

GON STATE HIGHWAY DIVISION

SUMMARY--BID SCHEDULE--COST ESTIMATE

Sheet 2 of 2

Date 12-15-80

Section S.E. 257th Dr. - S.E. Division Dr.

County Multnomah

Kind Of Work Grading, Rocking & Paving

Length 0.49 mi

Name Butler

No	Item	Code	Unit	Quant.	Unit Cost	Total
	Concrete Inlets, Type D		Each	4	400-	1,600-
	Concrete Inlets, Type PB		Each	8	400-	3,200-
	4-inch Concrete Surfacing		Sq. Yd.	163	14-	2,282-
	6-inch Concrete Surfacing		Sq. Yd.	167	20-	3,340-
	Concrete Curbs		Lin. Ft.	1,456	5-	7,280-
	Salvaging and Stockpiling Pipe		Lin. Ft.	354	6-	2,124-
	Adjusting Manholes		Each	11	250-	2,750-
	Reconstructing Manholes		Each	5	700-	3,500-
	Setting Mailbox Posts		Each	23	125-	2,875-
	Total					219,337

9250

226-1901

MULTNOMAH COUNTY OREGON

ENGINEERING SERVICES
2115 S.E. MORRISON STREET
PORTLAND, OREGON 97214
(503) 248-3591

DONALD E. CLARK
COUNTY EXECUTIVE

T/A PDM PDE FFM SPC
ODOT - METRO

JAN 9 1981

BM PAR PPC FILE T/A

January ~~6,~~ 22 1981

Mr. Don Fantz
O.D.O.T.
5821 N. E. Glisan
Portland, OR 97213

Dear Don:

On December 30, 1980, you informed the County the cost estimate on Rowe Road is $248,947. The federal aid portion of this project cost is $139,238 which leaves a remainder of $109,709. This $109,709 difference will be paid by Multnomah County.

Sincerely yours,

Oliver J. Domreis

Oliver J. Domreis
County Engineer

BR:an

CC: Max Klotz
Jon Rose

Jon Rose

1-22-81

Called Bebe Rucker on 1-22-81. County will cover additional 4000.00 PE overrun not covered by this letter

D E Fantz

9250

Section SE 257th Dr. - SE Division Dr. Programming Estimate $ 217,000

Highway Rowe Road Project Length 0.49 mi.

County Multnomah Completion Time 60 CD

Kind of Work Grading, Rocking & Paving Est. Comp. Date 8-30-81

Prefix 226-1901 Letting Date 1-29-81 Project No. SOS-2600(1)

ROUTING SLIP—DEPT. OF TRANSPORTATION Date: 1-19-81

Director
Asst. Dir.-Administration
Accounting (Highway)
Administrative Services
Bridge
Chief Counsel
Commission Services
Construction
Data Processing (Trans. Bldg.)
Employee Development
Engineering (Design)
Environmental
Equipment Shops & Storeroom
Finance (DOT)
FHWA
General Files
Industrial Engineers

Information System (Lana Ave.)
Labor Relations
Landscape
Library
Location
Mail Room
Maintenance
Materials & Research
Motor Vehicles
Organization & Manpower Services
Parks & Recreation
Permits & Weighmaster
Personnel Operations
Photocopy
Project Management & Operations Planning
Public Affairs

Public Transit
Radio
Records Management
Right of Way
Safety & Health Services
Sign Shop
State Highway Engineer
Technical Services Engr.
Traffic Signal Unit
Traffic
Transportation Policy & Program Development
Travel Information
Utilities
[✓ Metropolitan]
Region Number
District Number
Resident Engineer

ATTENTION: Jon Rose.

FROM: Proj. Mngt.

COMMENTS: Please inform the county of the increase of the estimate. I think you told me they have approx. $120,000 for the project. You please inform me of their wishes either way.

Form 731-0022 (6-80) SP*71282-734

ONSTRUCTION AUTHORIZATION

ontract Amount . . . . $ 219,107.00

$ 0

Subtotal	$ 219,107.00
Contingencies (4-1/2%)	9,859.82
Engineering (~~8~~, 9, ~~10~~%)	19,719.63
Subtotal	$
Credit for	
Estimated Net Authorization, Construction	$ 248,686.45
Est. PE. Costs	4,000.00
Est Project Cost	252,686.45
Less Federal Funds	139,238.00
Est. County share of Project Costs	$ 113,448.45

APPROVED

Road Design Engineer

Section SE 257th Dr.- S[illegible] Division Dr. Progra[illegible]ng Estimate $ 217,000
Highway Rowe Road Project Length 0.49 mi.
County Multnomah Completion Time 60 CD
Kind of Work Grading, Rocking & Paving Est. Comp. Date 8-30-81
Prefix 226-1901 Letting Date 1-29-81 Project No. 505-2600(1)

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount . . . . $ 219,107.00

Anticipated Additional Items:
- Royalty Payment. ______
- Permit Fees . . . . ______
- Slide Correction . . . . ______
- Railroad Protective Costs . . . . ______
- Other Railroad Costs . . . . ______
- Permanent Signing . . . . ______
- Permanent Pavement Striping. . . . . ______
- Temporary Pavement Striping. . . . . ______
- Remove Pavement Striping (Exist. & Temp.) . . . ______
- Temporary Erosion Control . . . . ______
- State Furnished ______ . . . . . . ______
- Roadside Seeding & Mulching . . . . ______
- Asphalt Cement Adjustment . . . . ______
- On the Job Trainees . . . . ______
- State Responsibility for Damages . . . . ______
- Signal Controller Testing (Engineering) . . . . . . ______
- Bikeway Signs . . . . ______
- Furnish Mailbox Posts . . . . ______
- Adjust Utilities:

$ 0

Subtotal $ 219,107.00

Contingencies (4-1/2%) 9,859.82

Engineering ([illegible] 9, [illegible]%) 19,719.63

Subtotal $

Credit for ______ . . . .

Estimated Net Authorization, Construction . . . . $ 248,686.45

APPROVED

Est. PE. Costs 4,000.00
Est Project Cost 252,686.45
Less Federal Funds 139,238.00

Est. County share of Project Costs $ 113,448.45

J H Westing
Road Design Engineer

Section SE 257th Dr. - SE Division Dr. Programming Estimate $ 247,000

Highway Rowe Road Project Length 0.49 mi.

County Multnomah Completion Time 60 CD

Kind of Work Grading, Rocking & Paving Est. Comp. Date 8-30-81

Prefix 226-1901 Letting Date 1-29-81 Project No. 505-2600(1)

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount . . . . $ ~~219,107.00~~

Anticipated Additional Items:

- Royalty Payment. . . . . ______
- Permit Fees . . . . ______
- Slide Correction . . . . ______
- Railroad Protective Costs . . . . ______
- Other Railroad Costs . . . . ______
- Permanent Signing . . . . ______
- Permanent Pavement Striping. . . . . ______
- Temporary Pavement Striping. . . . . ______
- Remove Pavement Striping (Exist. & Temp.) . . . ______
- Temporary Erosion Control . . . . ______
- State Furnished __________ . . . . . ______
- Roadside Seeding & Mulching . . . . ______
- Asphalt Cement Adjustment . . . . ______
- On the Job Trainees . . . . ______
- State Responsibility for Damages . . . . ______
- Signal Controller Testing (Engineering) . . . . . ______
- Bikeway Signs . . . . ______
- Furnish Mailbox Posts . . . . ______
- Adjust Utilities:

$ 0

Subtotal $ ~~219,107~~ 00

Contingencies (4-1/2%) . . . . ~~9,859~~ 82

Engineering (~~[illegible]~~ 9, ~~[illegible]~~%) . . . . ~~19,719~~ 63

Subtotal $

Credit for ______________________ . . . .

Estimated Net Authorization, Construction . . . . $ ~~248,686~~ 45

APPROVED

Rev 12-29-80

~~1-19-81~~

NOTED
D. O. Christensen

Road Design Engineer

GON STATE HIGHWAY DIVISION
SUMMARY--BID SCHEDULE--COST ESTIMATE

Sheet 1 of 2
Date 12-15-80
Section SE. 257th Dr. - SE. Division Dr.
County Multnomah
Kind Of Work Grading, Rocking & Paving
Length 0.49mi.
Name Butler 12-19-80

No	Item	Code	Unit	Quant.	Unit Cost	Total
	Mobilization		Lump Sum	All	(9%) Lump Sum	18,000-
	Temporary Protection and Direction of Traffic		Lump Sum	All	Lump Sum	5,714-
	Temporary Signs		Sq. Ft.	116	6-	696-
	Flagmen		Hour	480	$24^{\underline{50}}$	11,760-
	ROADWORK					
	Clearing and Grubbing		Lump Sum	All	Lump Sum	1,000-
	Removal of Structures and Obstructions		Lump Sum	All	Lump Sum	1,000-
	Removal of Pavement		Sq. Yd.	3,091	3-	9,273-
	General Excavation		Cu. Yd.	4,316	6-	25,896-
	Trench Excavation		Cu. Yd.	115	7-	805-
	Granular Backfill		Cu. Yd.	78	13-	1,014-
	Watering		M-Gal	230	10-	~~2,300~~
	1"-0 Aggregate Base		Ton	4,709	11-	51,799-
	Class "B" or "C" Asphalt Concrete		Ton	1,683	32-	53,856-
	Asphalt in Tack Coat		Ton	2	250-	500-
	8 inch Sewer Pipe		Lin. Ft.	279	17-	4,743-
	18 inch Sewer Pipe		Lin. Ft.	24	25-	600-
	Extra for Pipe Under Pavement		Lin. Ft.	80	15-	1,200-

OREGON STATE HIGHWAY DIVISION
SUMMARY--BID SCHEDULE--COST ESTIMATE

Sheet 2 of 2
Date 12-15-80

Section S.E. 257th Dr. - S.E. Division Dr.
County Multnomah

Kind Of Work Grading, Rocking & Paving
Length 0.49 mi
Name Butler

No	Item	Code	Unit	Quant.	Unit Cost	Total
	Concrete Inlets, Type D		Each	4	400-	1,600-
	Concrete Inlets, Type PB		Each	8	400-	3,200-
	4-inch Concrete Surfacing		Sq. Yd.	163	14-	2,282-
	6-inch Concrete Surfacing		Sq. Yd.	167	20-	3,340-
	Concrete Curbs		Lin. Ft.	1,456	5-	7,280-
	Salvaging and Stockpiling Pipe		Lin. Ft.	354	6-	2,124-
	Adjusting Manholes		Each	11	250-	2,750-
	Reconstructing Manholes		Each	5	700-	3,500-
	Setting Mailbox Posts		Each	23	125-	2,875-
	Total					[illegible]7-

```
TOTAL TO DATE JOB COST SUMMARY
                                                                                   FISCAL          GRAND TOTAL
                                                                                YEAR TO DATE         TO DATE
DESCRIPTION OF JOB OR DEPARTMENT     PREFIX        FUNCTION  GR  CURRENT MONTH                          3.25
                                   225   1964      901       00 P 1                                     85.75
                                   225   1964      905       00 P 1                                     89.00
                                                   TOT       P1
                                                ** JOB TOTALS **             **                **       89.00  **

                                                                                                              STATE
  SE 257TH-SE DIVISION, ROWE    CONT NO      FA PROJ NOS SOS 600001 100              4.40CR           2,100.00CR
                                   226   1901      296       00 N 9                    4.40           2,100.00
                                   226   1901      298       00 N 9                  169.01             328.62
                                   226   1901      901       00 P 1    35.15         309.92             309.92
                                   226   1901      905       00 P 1                   64.56             136.48
                                   226   1901      906       00 P 1                  219.66           2,074.31
                                   226   1901      910       00 P 1                                     285.08
                                   226   1901      911       00 P 1                  177.90             177.90
                                   226   1901      913       00 P 1                                       5.82
                                   226   1901      918       00 P 1                                      26.49
                                   226   1901      920       00 P 1                                     159.86
                                   226   1901      923       00 P 1    35.15         941.05           3,504.48
                                                   TOT       P1
                                                ** JOB TOTALS **     35.15  **     941.05  **       3,504.48  **

                                                                                                              STATE
  CITY WIDE THERMPLAS PAVMT MRK CONT NO     * FA PROJ NOS PMS 00SU79 100                               3,000.00CR
                                   226   1902      296       00 N 9                                 3,000.00
                                   226   1902      298       00 N 9                                    91.10
                                   226   1902      901       00 P 1                    7.50           2,893.12
                                   226   1902      905       00 P 1                                      75.56
                                   226   1902      920       00 P 1                   90.52             452.96
                                   226   1902      921       00 P 1                                      55.30
                                   226   1902      922       00 P 1                   98.02           3,568.03
                                                   TOT       P1
                                                ** JOB TOTALS **             **      98.02  **       3,568.03  **

                                                                                                              STATE
  NE 242ND-TROUTDALE RD         CONT NO       FA PROJ NOS XI  880001 100  326.74CR    638.73CR        1,932.67CR
                                   226   1903      296       00 N 9    326.74        638.73           1,932.67
                                   226   1903      298       00 N 9                   33.30             151.11
                                   226   1903      901       00 P 1                  322.84             989.33
                                   226   1903      910       00 P 1                                     167.78
                                   226   1903      911       00 P 1                                      13.40
                                   226   1903      920       00 P 1                  380.95             931.70
                                   226   1903      923       00 P 1                  737.09           2,253.32
                                                   TOT       P1
                                                ** JOB TOTALS **             **     737.09  **       2,253.32  **

                                                                                                              STATE
  POWELL BLVD-BUTLER RD         CONT NO       FA PROJ NOS XI  867003 100  733.43CR  7,836.61CR      169,653.03CR
                                   226   1904      296       00 N 9                                36,800.00
                                   226   1904      297       00 N 9
```

9250

mult

MULTNOMAH COUNTY OREGON

ENGINEERING SERVICES
2115 S.E. MORRISON STREET
PORTLAND, OREGON 97214
(503) 248-3591

DONALD E. CLARK
COUNTY EXECUTIVE

January 9, 1981

REFERRED TO Dof
Beard
Cole
Eriksen
Heger
Stoudenmeyer
Mann
Watson
Dorn
Lau
Return Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

Ken Limbocker
Oregon Dept. of Transportation
5821 N. E. Glisan Street
Portland, OR 97213

RE: S. E. 257th Dr. - S. E. Division Dr., Rowe Rd. An addition to the justification for a shoulder variance on the east 1/2 of the project.

Gentlemen:

Existing shoulders on the east 1/2 of the project vary from 6 to 8 ft. Because of the narrow width of the existing road (approx. 20 ft.), it was decided to widen it by 4 ft. to satisfy traffic lane requirements and then to overlay the whole road bed for a safer smoother riding surface. The 2 ft. shoulders we proposed are mainly to protect the edges of the asphalt overlay and blend in with the existing shoulders. This will give us an average shoulder width of 5 ft. on the south side, and as all the widening takes place on the north side, a shoulder width of from 2 to 4 ft. We could with very little additional rock do some shoulder widening there. There is a possibility that our maintenance department would do this. As the posted speed limit is and will remain 25 mph we feel that the lane widths and shoulders are adequate.

I stated in my previous letter on this subject that there was a possibility that part of future improvement work would be paid for by private developers. Since my last letter a permit for such work has been taken out to improve (widen, curbs, rock, asphalt, drainage etc.) approximately 300 ft. of the north side at the east end of the road. There is another parcel of property in this section which should be developed in the near future.

As I stated before this improvement work on the east 1/2 of the project is an interm situation. When the last 2 parcels of land are developed and as funds become available the County will finish the improvement work which will be a curbed road bed section.

Very truly yours,

Oliver J. Domreis
County Engineer

Richard J. Westrup
Richard J. Westrup
Assistant Engineer

Versteeg
Anderson
Christensen
Olson
Sullivan
Terpin
Trout
Wakerlig
Doe

RECEIVED
JAN 13 1981
ROAD DESIGN SECTION

Action

RJW:b
cc: D. E. Fantz, Proj. Coordinator
Or. Dept. of Transportation

4250

MULTNOMAH COUNTY OREGON

ENGINEERING SERVICES
2115 S.E. MORRISON STREET
PORTLAND, OREGON 97214
(503) 248-3591

DONALD E. CLARK
COUNTY EXECUTIVE

January 5, 1981

Mr. Jack Cartwright
Oregon Dept. of Transportation
State Highway Bldg.
Salem, Oregon 97310

RE: Rowe Road, from SE 257th Dr. to SE Division Dr.

Dear Sir:

In reply to your request for information regarding the status of utilities on Rowe Road, in numerical order, as per your letter:

1. As you stated, you have this information.
2. All utilities involved are in the public road right-of-way.
3. None of the utilities involved are entitled to reimbursement for any relocation work involved, as they are in our right-of-way under a revokable permit.
4. Written notification was sent to all the utilities involved, on January 6, 1981. Under our permit system, they have no choice but to relocate, upon request.
5. Verbal communication with the utilities involved indicates they will start moving any utilities in conflict after the contract is awarded, and should have them out of the way well before construction starts.
6. Neither I nor the utility companies involved foresee any delay in the construction process due to any relocation work.
7. None.

Very truly yours,

OLIVER J. DOMREIS
County Engineer

Richard J. We

RICHARD J. WESTRUP
Assistant Engineer

XC: Don Trout
1-6-81

RJW:im

RECEIVED
JAN 6 1981
RR & UTILITY UNIT

AN EQUAL OPPORTUNITY EMPLOYER

UTILITY STATUS REPORTS

A Status Report must be prepared and submitted to D. H. Moehring, Assistant State Highway Engineer, Project Management Branch for all Federal-Aid projects. The report is due four (4) weeks prior to the project letting date. In order to prepare the required Utility Status Report, the following information must be submitted by the Region Utility Engineers (County or City):

1. A brief description of the utility facilities in conflict and their general location.
2. Whether or not the conflicting utility facility is located on public road right of way or private property.
3. Whether or not the utility is entitled to reimbursement for the relocation of their facilities.
4. When the utility was notified in writing or verbally of their conflicting facilities and whether or not they agreed to relocate. (Written notification to utilities is required on all State highway projects).
5. Estimated date of completion of the utility relocation work.
6. Whether or not there is any delay anticipated due to the utility's relocation work.
7. Any specific information regarding the utility's relocation work that would affect the State's contract for construction of the highway project, i.e. request for opening in structure, utility relocation work to be done as part of the contract, and special timing or staging required to accomplish the utility relocation work.

JMC/vlw

Rowe Road - Utility Report

The following utility companies have facilities within the right-of-way of Rowe Road between S. E. 257th Drive and S. E. Division Drive.

1. Northwest Natural Gas Co.
2. Portland General Electric Co.
3. General Telephone Co.
4. City of Gresham Water Department.
5. City of Gresham Sanitary Sewer Department.
6. City of Gresham Storm Drain Department.

We do not believe any of these to be eligible for reimbursement.

1. Northwest Natural Gas Co.

Gas valve 13.0' Lt. of Sta. 25 + 24 Rowe Road

2. Portland General Electric Co.

Light Pole No. 8547 18.0' Rt. of Sta. 0 + 54

Pole No. 49970 23.5' Lt. of Sta. 1 + 53

Light Pole No. 8548 20.0' Rt. of Sta. 2 + 12

Pole No. 49980 23.5' Lt. of Sta. 3 + 66

Pole No. 10805 23.0' Rt. of Sta. 5 + 78

Pole No. 49990 24.0' Lt. of Sta. 5 + 97

Pole No. 97810 24.0' Lt. of Sta. 8 + 32

PGE underground conc. vault 31.5' Rt. of Sta 10 + 83

Pole No. 97820 24.0' Lt. of Sta. 10 + 85

Pole No. 67810 24.0' Lt. of Sta. 13 + 42

Light Pole No. 10659 28.5' Rt. of Sta. 14 + 31

Pole No. 27730 23.5' Lt. of Sta. 15 + 67

Rowe Road

2. Portland General Electric Co. (Continued)

Pole No. 27740 24.0' Lt. of Sta. 17 + 46

Pole No. 27750 23.5' Lt. of Sta. 19 + 58

Pole No. 27760 23.5' Lt. of Sta. 21 + 13

Pole No. 27770 24.0' Lt. of Sta. 23 + 25

(NOTE: All existing poles shown on the plans are void)

3. General Telephone Co.

Telephone Riser No. _____ 26.5' Rt. of Sta. 2 + 10

" " No. _____ 23.0' Rt. of Sta. 4 + 29

" " No. 6782 37.0' Lt. of Sta. 4 + 33

" " No. _____ 24.5' Rt. of Sta. 5 + 81

" " No. 8450 26.0' Rt. of Sta. 5 + 83

" " No. _____ 34.0' Rt. of Sta. 11 + 62

" " No. 4832 23.5' Lt. of Sta. 15 + 69

" " No. _____ 29.5' Rt. of Sta. 15 + 73

" " No. 5538 29.5' Rt. of Sta. 18 + 08

" " No. _____ 28.5' Rt. of Sta. 21 + 26

" " No. _____ 24.0' Rt. of Sta. 23 + 24

" " No. _____ 29.5' Rt. of Sta. 23 + 53

" " No. _____ 24.5' Rt. of Sta. 25 + 30

4. City of Gresham Water Department

Fire Hydrant 22.0' Rt. of Sta. 0 + 51

Water Valve 56.0' Lt. of Sta. 5 + 70

Fire Hydrant 56.0' Lt. of Sta. 5 + 74

Rowe Road

4. City of Gresham Water Department (Continued)

Water Valve 30.0' Rt. of Sta. 7 + 21

Water Valve 52.0' Rt. of Sta. 7 + 21

Fire Hydrant 52.0' Rt. of Sta. 7 + 31

Water Valve 12.0' Rt. of Sta. 7 + 41

Water Meter 23.0' Lt. of Sta. 7 + 52

Water Meter 23.0' Lt. of Sta. 7 + 57

Water Meter 26.5' Rt. of Sta. 9 + 03

Water Valve 32.0' Lt. of Sta. 9 + 90

Water Valve 57.0' Lt. of Sta. 9 + 90

Fire Hydrant 57.0' Lt. of Sta. 9 + 98

Water Meter 27.5' Rt. of Sta. 10 + 77

Water Meter 23.0' Lt. of Sta. 11 + 71

Water Meter 23.0' Lt. of Sta. 11 + 77

" " 22.5' Rt. of Sta. 12 + 23

" " 23.5' Rt. of Sta. 12 + 55

" " 23.0' Lt. of Sta. 12 + 59

" " 24.0' Lt. of Sta. 13 + 86

" " 27.0' Rt. of Sta. 13 + 95

Water Valve 26.5' Rt. of Sta. 14 + 63

Water Valve 40.0' Rt. of Sta. 14 + 63

Fire Hydrant 40.0' Rt. of Sta. 14 + 69

Water Meter 23.0' Lt. of Sta. 14 + 94

" " 24.5' Rt. of Sta. 15 + 26

Rowe Road

4. City of Gresham Water Department (Continued)

Water Meter 23.0' Lt. of Sta. 16 + 01

Water Meter 28.5' Rt. of Sta. 16 + 23

Water Meter 24.0' Lt. of Sta. 17 + 02

Water Valve 31.0' Rt. of Sta. 17 + 07

Water Valve 48.0' Rt. of Sta. 17 + 07

Fire Hydrant 48.0' Rt. of Sta. 17 + 11

Water Meter 23.0' Rt. of Sta. 18 + 08

Water Valve 31.0' Rt. of Sta. 19 + 49

Water Valve 53.0' Rt. of Sta. 19 + 49

Fire Hydrant 53.0' Rt. of Sta. 19 + 55

Water Meter 33.0' Rt. of Sta. 20 + 03

Water Meter 25.5' Lt. of Sta. 21 + 25

Fire Hydrant 57.0' Rt. of Sta. 22 + 19

Water Valve 32.0' Rt. of Sta. 22 + 49

Water Valve 58.0' Rt. of Sta. 22 + 49

Water Valve 11.0' Rt. of Sta. 22 + 63

Water Meter 25.0' Rt. of Sta. 24 + 45

Water Meter 25.0' Rt. of Sta. 24 + 47

Fire Hydrant 21.0' Rt. of Sta. 25 + 48

Rowe Road

5. City of Gresham Sanitary Sewer Department

Manhole on ℄ at Sta. 0 + 01

" " " " 5 + 02

" " " " 5 + 51

" " " " 7 + 05

Manhole 1.0' Rt. of Sta. 9 + 73

Manhole on ℄ at Sta. 10 + 02

" " " " 14 + 53

" " " " 16 + 96

" " " " 19 + 70

Manhole 2.0' Rt. of Sta. 22 + 33

Manhole on ℄ at Sta. 22 + 54

Manhole on ℄ at Sta. 25 + 05

5. City of Gresham Storm Drain Department

Manhole 16.0' Lt. of Sta. 3 + 46

Manhole 17.0' Lt. of Sta. 7 + 11

Manhole 16.0' Lt. of Sta. 11 + 64

Manhole 17.0' Lt. of Sta. 14 + 55

Manhole 14.0' Lt. of Sta. 16 + 57

Manhole 16.5' Lt. of Sta. 19 + 44

Manhole 16.0' Lt. of Sta. 22 + 45

9250

2

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

January 5, 1981

In Reply Refer to
File No.
DEX

Glen L. Green
Division Administrator
Federal Highway Administration
The Equitable Center, Suite 100
530 Center Street NE
Salem, OR 97310

Dear Mr. Green:

Re: S.E. 257th Drive-S.E. Division St.
Rowe Road
Multnomah County

Attached is correspondence from Multnomah County setting forth their reasons for the sub-standard typical section on the subject project.

As an interim plan the County's proposal of a 28-foot section rather than the standard 40-foot section has our concurrance.

Future improvements are planned and the proposal will sustain the present facility. We request that you approve this 28-foot section.

Very truly yours,

ORIGINAL SIGNED
DUANE O. CHRISTENSEN

Duane O. Christensen
Final Design Engineer

DNS:ab
cc: H. S. Coulter
E. S. Hunter
F. E. Terpin
L. E. George
E. L. Hardt
D. N. Stoudenmeyer

RECEIVED
STATE HWY ENGR
JAN - 6 '81
REFER TO

FOR

Info	Inves	R/D	D/R	Sign	Act	File

MULTNOMAH COUNTY OREGON

ENGINEERING SERVICES
2115 S.E. MORRISON STREET
PORTLAND, OREGON 97214
(503) 248-3591

DONALD E. CLARK
COUNTY EXECUTIVE

November 18, 1980

Donald E. Fantz, Project Coordinator
Oregon Dept. of Transportation
5821 NE Glisan Street
Portland OR 97213

RE: SE 257th Drive - SE Division St.
Rowe Road - Justification for Shoulder Variance on East 1/2 of the Project.

Dear Mr. Fantz:

The use of 8 foot shoulders would mean filling in existing drainage ditches, thereby causing a drainage problem. Because of the lay of the adjoining property, the surface water from the road would have no place to go except onto private property. The best way to handle this problem would be with a curbed roadbed section, which Multnomah County intends for future improvements as funds become available. Also, there is a possibility that part of this future improvement work would be paid for by private developers through our permit department.

Basically, we are just overlaying this portion of the road, with some additional widening on the north side to satisfy traffic lane requirements. Therefore, we are requesting a variance from the design standards for shoulders from an 8 foot shoulder to a 2 foot shoulder, which is satisfacotry to our Maintenance Department.

Very truly yours,

OLIVER J. DOMREIS
County Engineer

Richard J. Westrup
RICHARD J. WESTRUP
Assistant Engineer

RJW:im

9250 Form FHWA 121 (1/80)

Con 21- 4

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

THE OREGON DIVISION - SALEM
UNITED STATES GOVERNMENT

memorandum

Subject: Oregon Project SOS-2600(1)
SE. 257th Drive-SE. Division St.
Rowe Road, Multnomah County

Date: January 5, 1981

From: G. L. Green, Division Administrator

Reply to Attn. of: HFO.6-OR

To: Mr. H. S. Coulter, State Highway Engineer, ODOT

NOTED
E. S. HUNTER

Based on data presented with Mr. Christensen's January 5, 1981, letter, I concur in the proposed deviation from standards.

G. K. H
for G. L. Green

cc:
OSHD (D O Christensen)

RECEIVED
TECHNICAL SERVICES
JAN 7'81
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

RECEIVED
STATE HWY ENGR
JAN-7'81
REFER TO
Hunter
FOR
Info | Inves | R/D | D/R | Sign | Act | File

9250

Mult

ENVIRONMENTAL REVIEW CHECKLIST

ALL CLEAR 12/30/80

Donald L Rost

Jan29'81
~~August 28, 1980~~ Bid Letting ________ All Clear Deadline

SECTION SE 257th Drive-SE Division Dr.
Highway Rowe Road
County Multnomah Region 1
Type of Work G-P Funds SOS Full
State___ Consultant ___ Plans Avail.___Yes ___No

~~Noise~~

	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR
DOCUMENTS:					
EIS	☒	☐	☐	☐	☐
Negative Declaration	☒	☐	☐	☐	☐
Project Assessment	☐	☒	☐	☐	☒
Write-off Letter	☒	☐	☐	☐	☐
PERMITS:					
Division of State Lands	☒	☐	☐	☐	☐
D.O.G.M.I.	☒	☐	☐	☐	☐
Corps of Engineers	☒	☐	☐	☐	☐
Coast Guard	☒	☐	☐	☐	☐
Co. Conditional Use	☒	☐	☐	☐	☐
NPS Air Pollution	☒	☐	☐	☐	☐
NPS Water Pollution	☒	☐	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐
CULTURAL:					
Cultural Survey	☐	☒	☐	☐	☒
Cultural Salvage	☒	☐	☐	☐	☐
NOISE:					
Noise Study	☐	☒	☐	☐	☒

9250

STATE OF OREGON

INTEROFFICE MEMO

TO: D. H. Moehring, Assistant
State Highway Engineer

DATE: December 30, 1980

mult

Rod Henry

FROM: Rod Henry, Assistant
Right of Way Manager

SUBJECT: Right of Way Certification
F. A. Projects
Bid Opening January 29, 1981

Federal-aid Project No. SOS-2600(1) Highway No. 2026 - County

Federal-aid Project Name S.E. 257th Drive-S.E. Division Dr.

I certify that to the best of my knowledge the following statements, as checked, are correct with regard to the right of way and relocation for this project. This report does not include the status of Railroad & Utilities' files that may be in the area of this contract, but are reported separately by our Utility Section.

[X] No additional right of way was acquired. Construction can be accomplished within the existing right of way.

[ ] Right of way was acquired in accordance with current FHWA directives covering acquisition of real property and with the relocation provisions of FHPM 7-5. The State has legal and physical possession or has a right to occupy and use all right of way. Occupants have vacated all residential, commercial and farm buildings.

* * * * * *

[ ] There are no individuals or families to be displaced from residential improvements.

[ ] All individuals and families have been relocated to decent, safe, and sanitary housing, or the State has made available to relocatees adequate replacement housing in accordance with the provisions of current FHWA directives.

FCL:jh

cc: J. H. Versteeg
Duane Ridings
F. C. Lowe

RECEIVED
DEC 30 1980
ROAD DESIGN
SECTION

Versteeg
Anderson
1 Christenson Don
Olson
2 Sullivan
Terpin
Trout
Wakerlig

Do Not File ☐
Return To
Bring Up / /
Action

Contains Recycled Materials

9250

Section SE 257th Dr.- S[illegible] Division Dr.
Program[illegible]g Estimate $ 247,000
Highway Rowe Road
Project Length 0.49 mi.
County Multnomah
Completion Time
Kind of Work Grading, Rocking & Paving
Est. Comp. Date
Prefix 226-1901
Letting Date 1-29-81
Project No. S05-2600(1)

ESTIMATED CONSTRUCTION AUTHORIZATION

ntract Amount . . . . $ 217,287 00

ROUTING SLIP—DEPT. OF TRANSPORTATION
Date: 12-22-80

- Director
- Chief of Operations
- Asst. Dir.-Administration
- Asst. Dir.-Transportation Policy & Program Develop.
- Accounting (Highway)
- Administrative Services
- Chief Counsel
- Commission Services
- Construction
- Data Processing (Trans. Bldg.)
- Employee Development
- Engineering (Design)
- Environmental
- Equipment Shops & Storeroom
- Finance (DOT)
- FHWA
- General Files
- General Services (DOT)
- Information Systems (Lana Ave.)
- Labor Relations
- Landscape
- Library
- Location
- Mail Room
- Maintenance
- Materials & Research
- Motor Vehicles
- Organization & Manpower Services
- Parks & Recreation
- Permits & Weighmaster
- Personnel Operations
- Photocopy
- Proj. Mgmt. & Operations Planning
- Public Affairs
- Public Transit
- Radio
- Right of Way
- Safety & Health Services
- Sign Shop
- State Highway Engineer
- Structures
- Technical Services Engineer
- Traffic Support Services
- Transportation Policy & Program Development
- Travel Information
- Utilities
- [✓ Metropolitan]
- Region Number
- District Number

ATTENTION: Jon Rose

FROM: Proj. Mngt.

COMMENTS: Please inform the County, and let us know their wishes.

Form 731-0022 (7/78) SP*70682-734

1,000

1,000

$ 2,000 00

Subtotal $ 219,287 00

Contingencies (4-1/2%) 9,867 92

Engineering (8, 9, 10%) 17,542 96

Subtotal $

Credit for . . . .

Estimated Net Authorization, Construction . . . . $ 246,697 88

APPROVED	Est. P.E. Cost	4,000.00
	Est. Project Cost	250,697.88
	Less Federal Funds	139,238.00
	Est. County share of Project Costs	$ 111,459.88

Road Design Engineer

Section SE 257th Dr. - SE Division Dr. Programming Estimate $ 247,000

Highway Rowe Road Project Length 0.49 mi.

County Multnomah Completion Time

Kind of Work Grading, Rocking & Paving Est. Comp. Date

Prefix 226-1901 Letting Date 1-29-81 Project No. S05-2600(1)

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount . . . . $ 217,287.00

Anticipated Additional Items:		
Royalty Payment.		
Permit Fees		
Slide Correction		
Railroad Protective Costs		
Other Railroad Costs		
Permanent Signing		
Permanent Pavement Striping.		
Temporary Pavement Striping.		
Remove Pavement Striping (Exist. & Temp.) . . .		
Temporary Erosion Control		
State Furnished		
Roadside Seeding & Mulching		$ 2,000.00
Asphalt Cement Adjustment		
On the Job Trainees		
State Responsibility for Damages		
Signal Controller Testing (Engineering)		
Bikeway Signs		
Furnish Mailbox Posts	1,000	
~~Adjust Utilities:~~		
Granular Backfill	1,000	
Subtotal		$ 219,287.00
Contingencies (4-1/2%)		9,867.92
Engineering (8, 9, 10%)		17,542.96
Subtotal		$
Credit for		
Estimated Net Authorization, Construction		$ 246,697.88
Est. P.E. Cost		4,000.00
APPROVED Est. Project Cost		250,697.88
Less Federal Funds		139,238.00
Est. County share of Project Costs		$ 111,459.88

Road Design Engineer

GON STATE HIGHWAY DIVISION

SUMMARY--BID SCHEDULE--COST ESTIMATE

Sheet 1 of 2

Date 12-15-80

Section S.E. 257th Dr. - S.E. Division Dr.

County Multnomah

Kind Of Work Grading, Rocking & Paving

Length 0.49 mi.

Name Butler 12-19-80

No	Item	Code	Unit	Quant.	Unit Cost	Total
	Mobilization		Lump Sum	All	(9%) Lump Sum	18,000–
	Temporary Protection and Direction of Traffic		Lump Sum	All	Lump Sum	5,714–
	Temporary Signs		Sq. Ft.	116	6–	696–
	Flagmen		Hour	480	24^{50}	11,760–
	ROADWORK					
	Clearing and Grubbing		Lump Sum	All	Lump Sum	1,000–
	Removal of Structures and Obstructions		Lump Sum	All	Lump Sum	1,000–
	Removal of Pavement		Sq. Yd.	3,091	3–	9,273–
	General Excavation		Cu. Yd.	4,316	6–	25,896–
	Trench Excavation		Cu. Yd.	115	7–	805–
	Foundation Fill Material		Cu. Yd.	78	13–	1,014–
	Watering		M-Gal	230	10–	2,530–
	1"-0 Aggregate Base		Ton	4,709	11–	51,799–
	Class "B" or "C" Asphalt Concrete		Ton	1,683	32–	53,856–
	Asphalt in Tack Coat		Ton	2	250–	500–
	8 inch Sewer Pipe		Lin. Ft.	279	17–	4,743–
	18 inch Sewer Pipe		Lin. Ft.	24	25–	600–
	Extra for Pipe Under Pavement		Lin. Ft.	80	15–	1,200–

OREGON STATE HIGHWAY DIVISION
SUMMARY--BID SCHEDULE--COST ESTIMATE

Sheet 2 of 2
Date 12-15-80

Section S.E. 257th Dr. - S.E. Division Dr.
County Multnomah

Kind Of Work Grading, Rocking & Paving
Length 0.49 mi
Name Butler

No	Item	Code	Unit	Quant.	Unit Cost	Total
	Concrete Inlets, Type D		Each	4	400-	1,600-
	Concrete Inlets, Type PB		Each	8	400-	3,200-
	4-inch Concrete Surfacing		Sq. Yd.	163	14-	2,282-
	6-inch Concrete Surfacing		Sq. Yd.	167	20-	3,340-
	Concrete Curbs		Lin. Ft.	1,456	5-	7,280-
	Salvaging and Stockpiling Pipe		Lin. Ft.	354	6-	2,124-
	Adjusting Manholes		Each	11	250-	2,750-
	Reconstructing Manholes		Each	5	700-	3,500-
	Setting Mailbox Posts		Each	11	75-	825-
	Total					217,287-

```
                                              ** JOB TOTALS **             **              **         89.00  **
                                                                                                              STATE
SE 257TH-SE DIVISION, ROWE  CONT NO       FA PROJ NOS SOS 600001 100                      4.40CR         2,100.00CR
                              226    1901      296      00 N 9                           4.40          2,100.00
                              226    1901      298      00 N 9                         133.86            293.47
                              226    1901      901      00 P 1          67.79          309.92            309.92
                              226    1901      905      00 P 1           4.80           64.56            136.48
                              226    1901      906      00 P 1                         219.66          2,074.31
                              226    1901      910      00 P 1                                           285.08
                              226    1901      911      00 P 1                         177.90            177.90
                              226    1901      913      00 P 1
```

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                                                                          NOVEMBER 1980         PAGE  598
TOTAL TO DATE JOB COST SUMMARY
                                                                              FISCAL            GRAND TOTAL
DESCRIPTION OF JOB OR DEPARTMENT    PREFIX       FUNCTION   GR  CURRENT MONTH   YEAR TO DATE        TO DATE
                                                                                                    5.82
                                 226    1901      918      00 P 1                                  26.4[illegible]
                                 226    1901      920      00 P 1                                 159.[illegible]6
                                 226    1901      923      00 P 1                                3,469.33
                                                  TOT      P1          72.59           905.90    3,469.33
                                               ** JOB TOTALS **        72.59  **       905.90  **  3,469.33  **
                                                                                                          STATE
 CITY WIDE THERMPLAS PAVMT MRK CONT NO     * FA PROJ NOS PMS 00[illegible]079 100                    3,000.00CR
                                 226    1902      296      00 N 9                                3,000.00
                                 226    1902      298      00 N 9                                   91.10
                                 226    1902      901      00 P 1                          7.50   2,893.12
                                 226    1902      905      00 P 1                                   75.55
                                 226    1902      920      00 P 1                         90.52     452.96
                                 226    1902      921      00 P 1                                   55.30
                                 226    1902      922      00 P 1                         98.02   3,568.03
                                                  TOT      P1                             98.02   3,568.03
                                               ** JOB TOTALS **                 **        98.02  **  3,568.03  **
                                                                                                          STATE
  NE 242ND-TROUTDALE RD        CONT NO      FA PROJ NOS XI  880001 100   59.92CR        311.99CR    1,605.93CR
                                 226    1903      296      00 N 9         59.92         311.99      1,605.93
                                 226    1903      298      00 N 9                        33.30        151.11
                                 226    1903      901      00 P 1                       322.84        989.33
                                 226    1903      910      00 P 1                                     167.28
                                 226    1903      911      00 P 1                                      13.40
                                 226    1903      920      00 P 1        380.95         380.95        931.70
                                 226    1903      923      00 P 1        380.95         737.09      2,253.32
                                                  TOT      P1            380.95  **     737.09  **  2,253.32  **
                                               ** JOB TOTALS **
                                                                                                          STATE
  POWELL BLVD-BUTLER RD        CONT NO      FA PROJ NOS XI  867003 100   1,655.85CR     7,103.18CR   168,919.60CR
                                 226    1904      296      00 N 9                                   36,800.00
                                 226    1904      297      00 N 9        1,655.85       7,103.18    132,119.60
                                 226    1904      298      00 N 9
```

9250

STATE OF OREGON
Department of Transportation
Metropolitan Branch

INTEROFFICE MEMO
Telephone: 238-8230
Date: October 7, 1980

File No: 226-1901

TO: FRANK TERPIN
Location Engineer - Salem

FROM: K. D. LIMBOCKER
Metro Design Engineer

SUBJECT: S.E. 257th Dr.-S.E. Division
Rowe Road
Multnomah County

Herewith the following data for the subject project:

1	Set	Mylar Plans
1	Set	Print of Plans
1	ea.	Engineer's Estimate
1	ea.	Utility Report
1	Copy	Special Provisions
1	Copy	Traffic Count
1	Letter	Stating that Multnomah County will do easements and construction engineering
1	Copy	Letter to Residents re driveways
1	Copy	Grades

Multnomah County, by and through Bebe Rucker, agreed to pay the difference between the MSD TIP and the actual project cost. Confirmation by telephone to Don Fantz.

Released
10-7-80

pq

Enclosures

RECEIVED
OCT 7 1980
LOCATION
SECTION

9-22-80

ROAD: Rowe Road
Computed by D. W.
Sheet 1 of 1
Section: 257th - Division
Checked by W. D.
Date: 9-19-80

ITEM	UNIT	QUANTITY	COST	AMOUNT
1. Mobilization	All	All		$ 9,523.60
2. Temporary Protection & Direction of Traffic	All	All		5,714.00
3. Temporary Signs	Sq. Ft.	116	10.00	1,160.00
4. Flagmen	Hour	480	20.00	9,600.00
5. Clearing & Grubbing	All	All		500.00
6. Concrete Removal-Inlet	Each	7	100.00	700.00
7. Salvaging & Stockpiling Pipe	Lin. Ft.	354	4.00	1,416.00
8. General Excavation	Cu. Yd.	4316	8.00	34,528.00
9. 1"-0" Aggregate Base	Ton	4709	11.00	51,799.00
10. Watering	"M" Gal.	230	11.00	2,530.00
11. Concrete Curbs	Lin. Ft.	1456	4.00	5,824.00
12. 6" Concrete - Driveways	Sq. Yd.	167	17.00	2,839.00
13. 4" Concrete Driveways & Walks	Sq. Yd.	163	14.00	2,282.00
14. Concrete Inlet, Type "PB"	Each	8	482.00	3,856.00
15. Concrete Inlet, Type "D"	Each	4	800.00	3,200.00
16. Concrete Drain Pipe, 8-Inch	Lin. Ft.	279	17.00	4,743.00
17. Concrete Drain Pipe, 18-Inch	Lin. Ft.	24	25.00	600.00
18. Trench Excavation	Cu. Yd.	115	7.00	805.00
19. Restoration, Type I	Sq. Yd.	36	19.00	684.00
20. Granular Backfill	Cu. Yd.	78	13.00	1,014.00
21. Asphalt in Tack Coat	Ton	2	260.00	520.00
22. Asphalt Concrete, Class "B" or "C"	Ton	1683	29.00	48,807.00
23. Adjust Manhole	Each	11	200.00	2,200.00
24. Reconstruct Manhole	Each	5	700.00	3,500.00
25. Mail Box Posts	Lin. Ft.	100	10.00	1,000.00
26. Resetting Mail Box Posts	Each	23	39.00	897.00
27. Asphalt Salvage	Sq. Yd.	3091	1.00	3,091.00
			TOTAL:	$203,332.60

MULTNOMAH COUNTY OREGON

ENGINEERING SERVICES
2115 S.E. MORRISON STREET
PORTLAND, OREGON 97214
(503) 248-3591

DONALD E. CLARK
COUNTY EXECUTIVE

September 23, 1980

Donald E. Fantz
Oregon State Hwy. Division
Project Coordinator
5321 N.E. Glisan Street
Portland, OR 97213

Re: Rowe Rd.

Dear Don:

Multnomah County will acquire easements from adjacent property owners for proper driveway construction where needed. Copies of letters to be sent to the property owners are enclosed.

Multnomah County also agrees to do the construction engineering, including inspecting, on Rowe Road.

Very truly yours,

OLIVER J. DOMREIS
County Engineer

Richard J. Westrup
RICHARD J. WESTRUP
Asst. Engineer

Encl.

RJW:an

9250

4.

U. S. DEPARTMENT OF TRANSPORTAT[illegible] - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

6 - 2 - 80

FEDERAL AID PROJECT NO.: SOS-2600(1)

STATE PROJECT NO.: See below

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.:

ITEM NO.: 80185

COUNTY NAME: Multnomah

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
JUN 4 '80
REFER TO
[illegible]
FOR
Info	Inves	P/D	D/R	Sign	Act	File

6/4

6-[illegible]

DATE PS&E APPROVED: 3-10-78

DATE AUTHORIZATION EFFECTIVE: 6-2-80

FEDERAL ROUTE NUMBER: Non Federal-aid

STATE ROUTE NUMBER: County Road

GENERAL LOCATION:

SE 257th Drive - SE Division Drive Section

GENERAL DESCRIPTION OF WORK:

Program Change

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY

PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION

☒ OTHER (Specify)
Program Change

☐ ACQUISITION OF RIGHT-OF-WAY

CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's letter of 5-20-80 I approve the revised Preliminary Engineering Costs to a TEC of $10,600 - Federal Funds $9,000.
(Increase TEC $4,600 - FF $3,900)

Also, as requested, I approve the revised construction costs to a TEC of $152,010 - Federal Funds $130,238.
(Increase TEC $82,510 - FF $70,838)

DATE: 6-2-80

SIGNATURE OF APPROVING OFFICIAL: G. K. Hoerner

TITLE: for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U. S. GOVERNMENT PRINTING OFFICE: 1975-631-866

9250

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

May 20, 1980

TO: G. L. Green, Division Administrator
Federal Highway Administration

FROM: D. E. Swan
Operation Programming Engineer

SUBJECT: Minor Program Changes
Safer Off System Roads Projects

I hereby request your approval of a minor program change on the following listed projects to increase the estimated total cost and federal funds for each of the projects as follows:

Item No.	Project No.	Total Cost	Fed. Funds	Total Cost	Fed. Funds
80185	SOS-2600(1)	$162,610.00	$139,238.00	$87,110.00	$74,738.00
80194	SOS-2602(1)	24,190.00	20,750.00	6,810.00	5,840.00
80197	SOS-2602(2)	80,350.00	68,939.00	22,610.00	19,399.00

This change is necessary to provide for additional funds made available to the local jurisdictions as per agreements.

The additional federal funds required for the above listed increases will be available from the release of funds by processing of the project agreement on Project No. OS-SOS-2500(2) which has been forwarded under separate action.

I further request your approval of an increase in preliminary engineering costs on Project No. SOS-2600(1) from $6,000 to $10,600 as indicated on the enclosed authority for survey. Justification for this increase in contained in Multnomah County's letter of August 23, 1979.

Approval of this request will involve changes in funding on the project as follows:

Project No.	Work	Total Cost	Federal Funds
SOS-2600(1)	P.E.	$ 10,600.00	$ 9,000.00
	Const.	152,010.00	130,238.00
		$162,610.00	$139,238.00

I further request authorization of the increases in total costs and federal funds on the above projects concurrently with processing of the project agreement on OS-SOS-2500(2) to prevent lapse of funds.

CL:bke

cc: H. Reynoldson
R. Hacek

9250

Mult

MULTNOMAH COUNTY OREGON

ENGINEERING SERVICES
2115 S.E. MORRISON STREET
PORTLAND, OREGON 97214
(503) 248-3591

DONALD E. CLARK
COUNTY EXECUTIVE

May 7, 1980

MA T PDM PDE TSE
ODOT - METRO
MAY 1 - 1980
AMS PPS PPC

REFERRED TO Duf
Stoudenmeyer ✓
Beard
Mann
Cole
Watson
Eriksen
Lou
Dorn
Hager
[✓ Return] [✓ Discuss] Do File Copy Due
FINAL DESIGN ENGINEER

Donald E. Fantz, Project Coordinator
Oregon State Highway Division
5821 N.E. Glisan Street
Portland, OR 97213

Re: Rowe Road

Dear Don:

On May 5, 1980 a conference was held in our office to discuss the status of Rowe Road. In attendance were Oliver Domreis, County Engineer; Dick Soderquist, Planning Engineer; Spencer Hill, Construction Engineer; and Dick Westrup, Assistant Engineer.

Due to a misunderstanding the west 1/2 of this project was designed as a "Major Collector", requiring a road bed width of 44 ft. with curbs. The status of Rowe Road is as a "Neighborhood Collector", which requires a 38 ft. road bed with curbs. This means that the west 1/2 of this project will have to be re-designed. As for the east 1/2 of this project, any future development would have to meet "Neighborhood Coolector" standards. A permit has already been granted to a developer for part of this work. Because sections of Rowe Road will probably never be developed through our permit system, Multnomah County will develop the remainder as funds become available. Because of a lack of funds at this time, we cannot completely rebuild the east 1/2 of this project. We therefore propose widening the existing road bed by 4 ft., which would give us two 12 ft. travel lanes. We then propose to overlay the widening and the existing road bed with an additional 2" of asphaltic concrete. We would also include 2' shoulders on each side of the road. As our maintenance department overlayed Rowe Road last summer (79) with 2" of asphaltic concrete, we are hopeful that this will be sufficient for an "Off-System" road improvement loan. We would like an snswer as to whether this would be acceptable.

Very truly yours,

OLIVER J. DOMREIS
County Engineer

Richard J. Westrup
RICHARD J. WESTRUP
Assistant Engineer

RJW:bb

Metro getting FHWA approval for sub-standard typical

Noted By Don Fantz

cc to Ken Limbocker for question on east end overlay
5-14-80

RECEIVED
OCT 27 1980
ROAD DESIGN SECTION

Versteeg
Anderson
1 Christensen Don
Olson
Sullivan
Terpin
Trout
Wakerlig

Do not File ☐
Return To
Bring up / check ASSHTO RRR standards
Action

AN EQUAL OPPORTUNITY EMPLOYER

9250

STATE OF OREGON
Department of Transportation
Metropolitan Branch

INTEROFFICE MEMO
Telephone: 238-8230
Date: April 10, 1980

File No: 226-1901

TO: FRANK TERPIN
Location Engineer - Salem

FROM: K. D. LIMBOCKER
Metro Design Engineer

SUBJECT: SE 257th Dr.-S.E. Division
Rowe Road
Multnomah County

A second authorization for the subject project was transmitted August 29, 1979 but was deferred due to lack of MSD funding.

MSD has increased the available funds and Multnomah County has pledged to provide any funds beyond the available federal amount.

Please proceed to process the second authorization.

pq

bc: D. E. Swan

4/16/80
cc: GARY ZEHNDER

Phil

9250

March 12, 1980

William Ockert
Transportation Section
Metropolitan Service District
527 SW Hall St.
Portland, OR 97201

Dear Mr. Ockert:

Multnomah County requests allocation of any available Federal Aid Secondary funds for its Rowe Road project and pledges to provide any funds necessary beyond the available Federal amounts.

Currently, the County has a $75,000 allocation from FAS funds. Our latest estimate indicates a cost in excess of $200,000 for a scaled-down project. I understand that approximately $60,000 in additional FAS funds may be available.

Please call me at 248-3634 if you have any questions.

Sincerely,

OLIVER J. DOMREIS
County Engineer

OJD:bb
by EJP

Noted By Chuck Pietrok
4-7-80

Road: Rowe Rd. Computed by D. W. 1 of 1
Section: 257th - Division Checked by W. D.
Date: 3-10-80

	ITEM	Unit	Quantity	Cost	An
1	Mobilization	All	All		$
2	Temporary Protection & Direction of Traffic	All	All		
3	Temporary Signs	Sq. Ft.	116	10.00	
4	Flagmen	Hour	480	20.00	
5	Clearing & Grubbing	All	All	500.00	
6	Concrete Removal Flat	Sq. Yd.	75	17.00	
7	Concrete Removal Inlet	Each	7	100.00	
8	Salvaging & Stockpiling Pipe	Lin. ft.	500	4.00	
9	General Excavation	Cu. Yd.	4,347	7.00	
10	1"-0 Aggregate Base	Ton	4,708	12.00	
11	Watering	"M" Gal	230	11.00	
12	Concrete Curbs	Lin. Ft.	1,398	4.00	
13	6" Concrete Driveways	Sq. Yd.	236	20.00	
14	4" Concrete Driveways & Walks	Sq. Yd.	76	17.00	
15	Concrete Inlet Type "PB"	Each	9	500.00	
16	Concrete Inlet Type "D"	Each	4	800.00	
17	Concrete Drain Pipe 8 Inch	Lin. ft.	350	20.00	
18	Concrete Drain Pipe 18 Inch	Lin. ft.	24	25.00	
19	Asphalt in Tack Coat	Ton	3	270.00	
20	Asphaltic Concrete Class "B" or "C"	Ton	1,704	30.00	
21	Adjust M. H.	Each	10	300.00	
22	Reconstruct M. H.	Each	4	625.00	
23	Mail Box Posts	Lin. ft.	55	13.00	
24	Resetting Mail Box Posts	Each	11	47.00	
25	Asphalt Salvage	Sq. Yd.	3,091	1.00	
				TOTAL:	2

3-25-80

e Rd.	Computed by	D. W.	1 of 1
th - Division	Checked by	W. D.	
0-80			

TEM	Unit	Quantity	Cost	Amount
ation	All	All		$ 9,637.35
ry Protection & Direction of Traffic	All	All		6,746.15
ry Signs	Sq. Ft.	116	10.00	1,160.00
	Hour	480	20.00	9,600.00
g & Grubbing	All	All	500.00	500.00
e Removal Flat	Sq. Yd.	75	17.00	1,275.00
e Removal Inlet	Each	7	100.00	700.00
ng & Stockpiling Pipe	Lin. ft.	500	4.00	2,000.00
Excavation	Cu. Yd.	4,347	7.00	30,429.00
gregate Base	Ton	4,708	12.00	56,496.00
g	"M" Gal	230	11.00	2,530.00
e Curbs	Lin. Ft.	1,398	4.00	5,592.00
rete Driveways	Sq. Yd.	236	20.00	4,720.00
rete Driveways & Walks	Sq. Yd.	76	17.00	1,292.00
e Inlet Type "PB"	Each	9	500.00	4,500.00
e Inlet Type "D"	Each	4	800.00	3,200.00
a Drain Pipe 8 Inch	Lin. ft.	350	20.00	7,000.00
a Drain Pipe 18 Inch	Lin. ft.	24	25.00	600.00
in Tack Coat	Ton	3	270.00	810.00
ic Concrete Class "B" or "C"	Ton	1,704	30.00	51,120.00
N. H.	Each	10	300.00	3,000.00
ruct M. H.	Each	4	625.00	2,500.00
x Posts	Lin. ft.	55	13.00	715.00
ng Mail Box Posts	Each	11	47.00	517.00
Salvage	Sq. Yd.	3,091	1.00	3,091.00
			TOTAL:	209.730.50

Rowe Rd

Completion Time Limit

The work to be done under the contract shall be completed before the elapse of 50 workdays -

Special Provisions

Work to be done

S.E. 257th Dr - SE Division St. Section of Rowe Rd near Gresham in Mult. co.

Between Sta 0+11 to Sta 13+40

1. Const. of roadbed grading, aggregate base, asphalt concrete pavement and drainage facilities.
2. Const. of concrete curbs and driveways
3. Additional work as called for by spec's & plans

Between Sta 13+40 to end of project

1. Asphalt concrete pavement overlay, aggregate shldrs. and additional drainage facilities

Section 105 Control of Work

105.06 Coop. with Utilities

1. N.W. Natural Gas
2. GTE Telephone
3. [illegible] [illegible]ham
4. [illegible] water

Rowe Rd.

Removal of exist. 18" CMP at sta 0+22 to be enclud
in general excavation price -

All Drainage Trench excavation to be encluded in
price of pipe -

Sta's 0+11 to 13+40 - Bladeing and handling of exist
coarse base rock to be included in price of general
excavation -

Sta 13+40 to End of ProjecT - All excavation under existing
Road to be filled with granular backfill and existing asphal
to be cut in neat lines before start of excavation
Top 3" of ditch to be filled with Asph. before road
is overlayed

9250

STATE OF OREGON **INTEROFFICE MEMO**

Metro Technical Services 238-8354
DEPT. TELEPHONE

TO: FRANK TERPIN
Location Engineer

DATE: August 31, 1979

FROM: CURT DUVAL
Metro Location Engineer

SUBJECT: Request for Additional Authorization
S.E. 257th Drive-S.E. Division
Rowe Road (Off-System)
Multnomah County
Prefix: 226-1901

Herewith the subject Authority for Survey Authorization No. 2 and letters from project coordinator and Multnomah County explaining the cause of the overrun. Your approval is recommended.

pq

Attachments

cc Chuck Pietrok
Project Management

Checked with Jon Rose 9-18-79
Rose checked with Domries 9-19-79
Domries indicates County may
pay P.E. Overrun. Wait till Mon. 9-24
PETERS CHECKED w/ DOMRIES - COUNTY
NOW SAYS FORGET P.E. INCREASE THEY
WILL PAY FOR IT. 9/24/79

3-12-80
Jon Rose checked
with County - Project
to be in by the end of
the month

RECEIVED JU
SEP 5 1979
LOCATION [illegible]

Phil
Location Engineer

Check this.

Section SE 257th Drive - SE Division Prefix 226-1901 Auth. No. 2

Highway Kane Road (off system) Length 0.5 County Multnomah

		Authorized	ent to 9-1	as requested Total Required	as mod
Field Survey	*(901)	100	96	200	200
Citizen Participation	*(902)				
City or County	*(903)	5000		7,500	7,500
Consultant	(904)				
Final Design	(905)	300		300	300
Bridge Design	(906)	0	72	100	100
Preliminary Design	(907)				
R/W Descriptions	(909)				
Soils & Geology	*(910)	300	1497	1,500	1500
Traffic	*(911)	0	285	500	500
Landscape	(912)				
Liaison	*(913)				
Utility	*(914)				
Photogrammetry	(916)				
Location Studies	(918)	0	5		50
Engr. Graphics	(919)				
Office Engineer	(920)	0	12	100	100
Specifications	*(921)	300	0	300	300
Environmental	*(923)	0	72	100	100
Planning	(924)				
Foundation Exploration	*(926)				
Seminars	(950)				
Hearings	*(980)				
~~Equal Opportunity~~ Adm Serv (Eng.)	(922) ~~(985)~~				100
Advisory Committees	(986)				
TOTALS		6,000	2040	10,600	1075[illegible]

Field Survey % Complete Field ______ Office ______

Remarks: TEC (PE) programmed = 6,000 [illegible]

8-71

Planning File No. ____

OREGON STATE HIGHWAY DIVISION

AUTHORITY FOR SURVEY

Section S.E. 257th Drive-S.E. Division
Highway Rowe Road (off-system)
County Multnomah County

Date August 29 1979
Authorization No. 2
Survey Prefix 226-1901 (Assigned by Salem office)

Description of termini, route, length, etc.:

Westerly end of survey is at intersection of 257th and Rowe Road; easterly end is at intersection of Division Street and Rowe Road. Overall length is 0.5 miles.

Proposed:

Reconstruct subgrade and pavement

Purpose of Survey:

County to perform P.E., State will monitor P.E., review plans, specifications, and award contract.

Estimate of cost:

Off-System Program 505-2600(1)
Category III

Estimate of Cost

Field Survey	(901)	200
Citizen Participation	(902)	-
City of County	(903)	7,500
Consultant	(904)	-
Final Design	(905)	300
Bridge Design	(906)	100
Preliminary Design	(907)	-
R/W Description	(909)	-
Soils & Geology	(910)	1,500
Traffic	(911)	500
Landscape	(912)	-
Liaison R/W	(913)	-
Utility	(914)	-
Photogrammetry	(916)	-
Location Studies	(918)	-
Engr. Graphics	(919)	-
Office Engineer	(920)	100
Specifications	(921)	300
Environmental	(923)	100
Air Quality Monitoring	(925)	
Foundation Exploration	(926)	
Seminars	(950)	
Hearings	(980)	
Equal Opportunity	(985)	
Advisory Committees	(986)	

Total estimated cost of survey	$10,600
Previous authorization	6,000
Additional authorization requested	4,600
Additional authorization approved (Salem)	
Total all authorizations approved (Salem)	

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

Requests made by:

Curtis H. Duval
CURT DUVAL, Metro Location Engineer

Recommended for Approval:

Regional Engineer
M. J. KLOTZ, Metro Technical Services Engineer

Recommended for Approval:

Frank E. Perpin
Location Engineer

Approved:

Assistant State Highway Engineer

SP*23604-734

MULTNOMAH COUNTY OREGON

DIVISION OF PLANNING AND DEVELOPMENT
2115 S.E. MORRISON
PORTLAND, OREGON 97214
(503) 248-3591

DONALD E. CLARK
COUNTY EXECUTIVE

August 23, 1979

Chuck Pietrok
Department of Transportation
Highway Division
Metropolitan Branch
5821 N.E. Glisan
Portland, Oregon 97213

Dear Chuck:

I am writing to explain the cost overrun for preliminary engineering on the County's Rowe Road project. As you know, the County completed final plans and specifications for this project some time ago. Unfortunately, the revised estimate for the project exceeded available funds by a factor of 2 or 3. The County decided to scale down the project to match the available funds. We have settled on an approach for reducing the cost of the project and are proceeding with revised plans and specifications.

The County has already exceeded the preliminary engineering amount approved for this project. Scaling down the project is complicated by topography, drainage and the need to allow for future widening. We estimate that another month of effort is required to complete the revised plans and specifications. The County will give ODOT final plans and specifications for review no later than October 1, 1979.

Please call me at 248-3996 if you have any questions.

Sincerely,

OLIVER J. DOMREIS
County Engineer

Edward J. Peters

EDWARD J. PETERS
Capital Improvements Coordinator

bb

Noted By Chuck Pietrok
8-27-79

9250

OREGON STATE HIGHWAY DIVISION
Location Section
Surfacing Design Unit

Section: S.E. 257th Drive-S.E. Division Drive

Date August 18, 1978

Highway: Rowe Road

Ten Year Traffic Coefficient 6.3

County: Multnomah

18 kip s.a. per day 13

Prefix: 226-1901

R value 11

Res. Engr.

Frost Penetration - - - -

CBE Total Requirement 20.0"

STRUCTURAL SECTION
NEW WORK

ACTUAL THICKNESS	COMPONENT	CREDIT
1.5"	A.C.W.S.	3.0
9.0"	P.M.B.B.	16.0
10.5"		19.0"

1.0" Asphaltic Concrete Wearing Surface & Base = 2.0" Aggregate Base
1.0" Cement Treated Base = 1.8" Aggregate Base
1.0" Plant Mix Bituminous Base = 1.8" Aggregate Base
1.0" Emulsion Treated Wearing Surface & Base = 1.8" Aggregate Base
1.0" Soil Cement (Existing Roadway Material) = 1.5" Aggregate Base
1.0" Oil Mat = 1.1" Aggregate Base
1.0" Lime or Cement Treated Subgrade = 1.0" Aggregate Base
1.0" Aggregate Subbase = 0.8" Aggregate Base

Above Factors apply to materials that comply with Standard Specifications and Special Provisions.

F.H.W.A.
Location Engineer
Construction Engineer
Materials
Region Engineer
Resident Engineer
Specifications Engineer
Final Design Engineer
Regional Geologist
R. H. Prange

PROJECT MANAGEMENT
PME ☐ CCE ☐
LGE ☑ FAE ☐
AUG 22 1978
M
File: PM FA
TAA LG

9250

OREGON STATE HIGHWAY DIVISION
117 DOT Building
Salem, Oregon 97310

Attention: Right-of-Way Section

Subject: Federal Aid Project No. 505-2600(1)
Project Name S.E 257 Ave- SE Division Street Section on Rowe Road.

Regarding the above referred to federal aid project, we hereby certify that to the best of our knowledge and belief:

A. Existing Right-of-Way

☐ 1. All construction can be accomplished completely within the existing right-of-way. This existing right-of-way was acquired prior to

ROUTING SLIP Date: 8/1/78

DEPARTMENT OF TRANSPORTATION

- Director
- Chief of Operations
- Asst. Dir.-Administration
- Asst. Dir.-Transportation Policy & Program Develop.
- Accounting (Highway)
- Administrative Services
- Chief Counsel
- Commission Services
- Computer Center (Lane Ave.)
- Construction
- Data Processing (Transp. Bldg.)
- Employee Development
- Engineering (Design)
- Environmental
- Equipment Shops & Storeroom
- Finance (DOT)
- FHWA
- General Files
- General Services (DOT)
- Information Systems (Lane Ave.)
- Labor Relations
- Landscape
- Library
- Location
- Mail Room
- Maintenance
- Materials & Research
- Motor Vehicles
- Organization & Manpower Services
- Parks & Recreation
- Permits & Weighmaster
- Personnel Operations
- Photocopy
- Proj. Mgmt. & Operations Planning
- Public Affairs
- Public Transit
- Radio
- Right of Way
- Safety & Health Services
- Sign Shop
- State Highway Engineer
- Structures
- Technical Services Engineer
- Traffic Support Services
- Transportation Policy & Program Development
- Travel Information
- Utilities
- ~~Metropolitan~~
- [✓ Region Number 1]
- District Number ____

ATTENTION: Ken Rolfe

FROM: Proj. Mngt.

COMMENTS: Please have completed when appropriate

Form 731-0022 (1/78) SP*70504-734

dditional right-of-way purchased after -of-way, easements, or rights-of-entry ct have been secured in accordance with Assistance and Real Property Acquisition nd all incidental charges related to the ll be paid by the county in accordance with

displacement of persons from residences, s.

placement of persons from either residences, s and in accordance with the Uniform Relocation l Property Acquisition Policies Act of 1970, businesses, or farm operations have been provided s, if eligible, and relocation assistance. Displaced or families have been relocated to decent, safe ng or have been offered decent, safe, sanitary and iately available on the open market.

djustment of existing utilities within the right-ferred to federal aid project have been authorise, or other approved procedure.

____, Oregon, this ____ day of __________, 19__

County of Multnomah

____
County Judge/Chairman

Certified By:

____
Commissioner

____
Regional Right-of-Way Supervisor
Date ______________________

____
Commissioner

Instructions: Complete A or B and C.
R/W File No. __________
Rev. 1/76

9250

March 27, 1978

Mr. Oliver Domreis
County Engineer, Multnomah County
2115 S.E. Morrison
Portland, OR 97214

MISC. CONTRACTS and
AGREEMENTS No. 6401

Dear Mr. Domreis:

Attached for your records is a fully executed copy of an agreement for construction of the S.E. 257th Drive-S.E. Division Drive Section of Rowe Road in Multnomah County.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Very truly yours,

C. W. Head
COMMISSION SERVICES

dda
Attachment

bc Don Harwell (Agreement attached)

9250

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

3-10-78

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.: SOS-2600(1)

STATE PROJECT NO.: See Below

FROM: G. L. Green, Division Administrator Salem, Oregon	PROGRAM NO.	COUNTY NAME Multnomah
	ITEM NO. 80185	PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. F. B. Klaboe
Chief of Operations, ODOT
State of Oregon
Salem, Oregon

DATE PS & E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER Non Federal-aid STATE ROUTE NUMBER County Road
3-10-78	3-10-78	

GENERAL LOCATION:

"SE. 257th Drive - SE. Division Drive Section"

GENERAL DESCRIPTION OF WORK:

Preliminary Engineering, Grade and Pave

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRLIMINARY ENGINEERING FOR SURVEY AND PLAN
XX PREPARATION: TEC NTE $6,000, F. F. $5,100
☐ OTHER (Specify)

☐ ACQUISITION OF RIGHT-OF-WAY
CONTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's 2-22-78 letter you are authorized to proceed with actions necessary to advance the physical construction provided for by the above project at a total estimated cost of $69,500, federal funds $59,400 in accordance with the provisions of your approved Secondary Road Plan. If you subsequently find that exceptions to the procedure will be needed or that your proposed design standards for this project are lower than the minimum design standards as approved May 13, 1970, this office should be notified of such proposed exceptions and reasons thereof. The manpower reporting requirement required by the Economic Stimulus Appropriations Act of 1977 apply to the construction phase of this project.

NOTED
F. B. KLABOE

Swan
3-14

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
3-10-78	Malach	for Division Administrator

FORM PR-1240 (REV. 8-70)

EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

9250

ROBERT W. STRAUB
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

February 22, 1978

TO G. L. Green, Division Administrator
Federal Highway Administration

FROM D. E. Swan
Federal Aid Manager

SUBJECT PROJECT DATA SUBMISSION
Item No. 80185
Project No. SOS-2600(1)
SE 257th Dr.-SE Division Dr. Section
Multnomah County

Enclosed is data for the subject project.

This project has been originated by local officials and concurred in by the Oregon Transportation Commission and the State Highway Division.

We request the following:

1) Authorization to proceed with all phases of preliminary engineering including archeological salvage at an estimated total cost of $6,000 with an obligation of $5,100 in federal funds. ✓

2) Authorization for construction at an estimated total cost of $69,500 with an obligation of $59,400 in federal funds. ✓

CL:dmc
cc: M. Klotz, Metro
J. Rose
✓H. Reynoldson

ADV. DEP. NOT REQUIRED

Budget Bureau No. 41-R2067

U.S.

MONTHLY TRANSACTION NO.	FORM PR-1 (REV. 4-61)	
DATE SUBMITTED TO W.O.	February 22, 1978	

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

CARD	REPORT NUMBER (19) (20)	PROJECT LOCATION (45 typewriter spaces) 21 65	ADT	PRESENT	FUTURE (68) (70)	YEAR (71) (72)	REGION	STATE NAME
2		Co. Rd., Rowe Road		1,500	2,500	98	10	Oregon

CARD	CHARACTER OF PROPOSED WORK (35 typewriter spaces) 26 62	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)	PROJECT NUMBER PREFIX LETTER(S) 14 23	PROJECT NUMBER NUMBER 7
3	P.E., Grade & Pave								SOS -	2600

CARD				
	CLASS OF FEDERAL FUNDS Safer Off-System Roads	COUNTY NAME Multnomah		CO 05
	NAME OF URBAN AREA 17-31 Portland	ROUTE NO. N	FEDERAL-AID Non (32)	STATE Co. Rd. (36) (37) U.S.

CARD	LINE NO.	CHANGE CODE	PROJECT CODE	CLASS	WORK TYPE	WORK STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS
1	(14-15)	(16)	41	42	43 46	53		(54) (58)	(59) (66)	(67) (76)		
5					PE			0.47	6,000	5,100	-	900 (Co.)
5					ROW							
5					CONST (CODE) 6201		"SE 257th Dr.- SE Division Dr. Section"	0.47	69,500	59,400	-	10,100 (Co.)

ESTIMATED PROJECT COST BY PHASES

CARD	CODE	PREPARED BY	PROJECT TOTALS	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS
1	1	CL		0.47	75,500	64,500	-	11,000 (Co.)
1	14	PROGRAM APPROVAL DATES			(16) (23)	(24) (33)	REMARKS	

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

FORM PR-1
(REV. 4-61)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

February 22, 1978

CT LOCATION (45 typewriter spaces) Rd., Rowe Road	ADT	PRESENT 1,500	FUTURE 2,500	YEAR 98	REGION 10	STATE NAME Oregon	STATE CODE 41	APPN CODE 680
								ITEM NO. 80185

ORK (35 typewriter Pave	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S) SOS -	NUMBER 2600	SEQ. NO. (1)	I. Projects Only POST MI. | DESIG.

tem Roads

COUNTY NAME: Multnomah CODE: 051

ROUTE NO. N FEDERAL-AID: Non STATE: Co. Rd. U.S.:

PROGRAM STAGE ☐ 1 OR ☐ 2

ORK TYPE	STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
			0.47	6,000	5,100	-	900 (Co.)	
W								
NST DE) 01		"SE 257th Dr.- SE Division Dr. Section"	0.47	69,500	59,400	-	10,100 (Co.)	ROW-50' min.; Access Control-None; Parking Restrictions- None
CL		PROJECT TOTALS	0.47	75,500	64,500	-	11,000 (Co.)	

OVAL DATES

REMARKS

-over-

USCOMM DUSCOMM-DC 48905-P61

SE 257TH DR.-SE DIVISION DR. SECTION
PROJECT NO. SOS-2600(1)

Existing Facility: 20 Foot oil mat surface with no shoulders.

Adjacent Sections:
W. End--Jct. with SE 257th Dr.
E. End--Jct. with SE Division Dr. (FAU 9800)

Project Data: Work under this project consists of the following.
1) Preliminary engineering all phases including archeological salvage.
2) Grade, drain and high type pave necessary to widen the existing facility to provide for 2-12 foot travel lanes with 2-foot shoulders and incidental work common to this type of project.

System Action, Airports, Railroads, Water Developments, Historical and Recreational Areas: None involved.

FHPM 4-1-4 Requirements: Exempt from A-95 review under working agreements.

FHPM 7-7-2 Requirements: Nonmajor action project concurred in by FHWA on January 12, 1978.

FHPM 7-7-5 Requirements:
a) Public Hearings--Not required under Oregon Action Plan.
b) Location/Design--Not a factor in the development of this project.

NOTE: 1) This project is in Congressional District No. 3.
2) Included in CRAG FY 78 TIP Annual Element No. 193.

9250

4

STATE OF OREGON

INTEROFFICE MEMO

January 19, 1978

TO:
J. B. Boyd (3)
L. E. George
W. J. Hart
C. T. Keasey
J. H. Versteeg (4)
F. E. Terpin (3)
G. A. Potter (2)

George Bell
Surfacing Design - Lab Bldg.
Region 1 : Ed Hardt
District 2 : W. W. Geibel
Region 1 Geologist: Dan Gano
Gerald Wimer (1)
B. L. Gifford
R. N. Bothman - Metro

FROM: D. H. Moehring, Manager
Office of Project Management

NOTED
E. S. HUNTER

SUBJECT: PROJECT ASSESSMENT
SE 257th to Division Dr.
Rowe Road (Eight St.)
Multnomah County

Attached for your information is an assessment, concurred in by the Federal Highway Administration.

Project Management classifies this section as a Category 3 project of Nonmajor action.

BLG:dpy

Attachment

cc: E. S. Hunter

RECEIVED
TECHNICAL SERVICES
JAN 24 '78
REFER TO
FOR

Info	Invst	R/D	D/R	Sign	Act	File

81-125-1387

2

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Salem, Oregon

DATE: January 12, 1978

In reply refer to: HA.1-OR

SUBJECT: Oregon Project SOS-2600(-)
S.E. 257th to Division Dr.
Rowe Road (Eighth St.)
Project Assessment
Multnomah County

FROM : G. L. Green, Division Administrator

TO : Mr. E. S. Hunter, Mgr., Technical Services Br.
Oregon Department of Transportation
Salem, Oregon

The subject project assessment submitted with Mr. Moehring's December 12, 1977, letter has been reviewed.

We concur with your finding that the proposed project constitutes a non-major action. We also concur with your traffic noise analysis.

The proposed standards, design and other specific details contained in the assessment will be subject to future reviews at the appropriate stage during the project development.

G. K. Hossner
G. L. Green

cc:
ODOT (Moehring)
OSHD (Region 1, Env.)

PROJECT MANAGEMENT
PME ☒ CCE ☒ OM ☐
LGE ☐ FAE ☒ OPE ☐
JAN 17 1978
TAA ______ File: PM FA LG OP

RECEIVED
TECHNICAL SERVICES
JAN 16 '78
REFER TO Proj Mgt
FOR
Info Invest R/D D/R Sign Act File

BEN GIFFORD

OREGON STATE HIGHWAY DIVISION
PROJECT ASSESSMENT

CATEGORY
3 PROJECT

NON-MAJOR

SOS-2600(-)

PART 1. GENERAL INFORMATION

A. Project Identification:

Date October 17, 1977
Section S.E. 257th to Division Drive
Unit (if appl)
County Multnomah
City
Highway Rowe Road (Eighth Street)
State Hwy. No.
Termini: M.P.(if appl)
Length 2,500 feet
Region I
Construction Estimate $75,000
Program Amount

B. Purpose of Project:

This project will provide a structurally sound two-lane road with gravel shoulders and adequate drainage.

C. Origin & History of Project:

Rowe Road is a County maintained road. The surface is oil mat and the base is inadequate in depth. The area is developing and maintenance costs on the road are high due to the poor structural quality.

D. General Description of Project:

The road will be reconstructed with an adequate base and paved with asphaltic concrete. Gravel shoulders will be provided and the drainage improved.

Alignment: New ______ Existing X Combined ______

Typical Section: Existing: No. Lanes 2 ; Med. No ; Shldrs. 0 ; Parking None
Proposed: No. Lanes 2 ; Med. No ; Shldrs. 2 ft; Parking None

Traffic: Existing Facility: Existing ADT 1,500 ; Projected ADT 2,500 ; Yr. 1990
Existing Level of Service B

Proposed Facility: Projected ADT 2,500 estimated ; Yr. 1990
Projected Level of Service C or better

734-3953 (10-76)

Right of Way: Additional anticipated No (Yes, No); if yes, give approx. No. Parcels________

Acres_______; Type of Relocation Req.________________; No.________

Materials Source, Borrow, Waste Disposal Requirements, if any:

Type of Structure(s):

None

Brief Description of River or Stream and Type of Involvement, if any:

No involvement

Local City, County or COG priorities of project:

The County feels that the road has a high priority because of its high maintenance costs and narrow road section.

FHWA and/or OSHD approvals given, if any:

None

Location or Design Alternatives (identify and describe):

None

Other Descriptive Information or Comments:

(Attach project sketch map.)

PART II. ENVIRONMENTAL ASSESSMENT

A. Brief Environmental Setting of Project Area:

1. Natural:

The topography varies from level to gently rolling. Much of the area has been cleared and developed but patches of trees and brush remain. Drainage is poor because of the level terrain.

2. Cultural:

The general area has been rural but has changed to suburban in recent years. Most of the property abutting Rowe Road is platted for single family homes and is almost entirely developed in this use. Rowe Road acts as a collector street for Southeast 257th Avenue and Division Drive.

B. Preliminary Assessment of Environmental Impacts:

1. Consequences and Significance of Right-of-Way Acquisition:

None

2. Estimated Impact on Traffic Patterns:

Improved safety as a result of wider lanes and shoulders

Consequences--Air Quality, Noise, Safety, etc.:

A smoother road surface should slightly reduce vehicle noise

3. Estimated Impact on Land Use:

No significant change should result

Consequences:

4. Expected Impact on Natural Ecological Resources:

No significant impacts are expected

Consequences:

5. Expected Impact on Cultural and Scenic Resources:

The project would improve the visual quality of this residential corridor

Consequences:

6. Preliminary Identification of Areas of Critical Concern:

7. Potential for Controversial Issues:

No issues have been identified

8. Potential for Consistency of Proposal With:

a. Clean Air Implementation Plans - The project and traffic involved are not of sufficient magnitude to have a significant effect on air quality. An Indirect Source Permit is not required.

b. Noise Standards - The smoother road surface should result in a slight improvement in vehicle noise. No violation of federal noise standards are presently occurring on this facility. This constitutes the noise study report.

c. Water Quality Standards - The area to be paved will be increased by only a slight amount. No change in existing water quality is expected to result.

d. Area Land Use and Transportation Plans, and Zoning

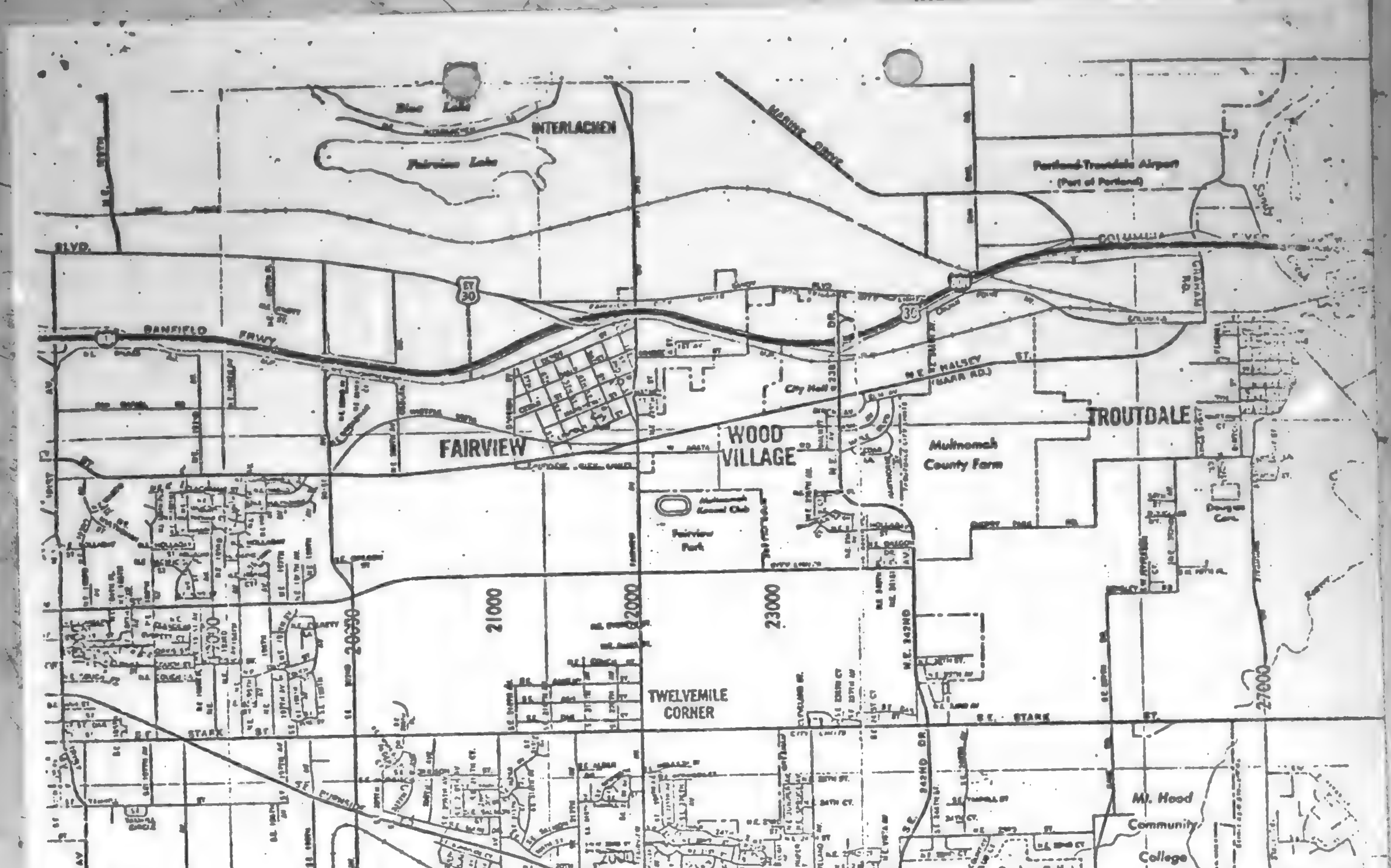
Consistent. The project supports existing land use.

C. Recommended Type of Action and Documentation:

-------------MAJOR ACTION-----------------		----NON-MAJOR ACTION-----
SIGNIFICANT:	NON-SIGNIFICANT:	
____ D & FEIS	____ D & F Neg.Dec.	_x_ ASSESSMENT ONLY
____ Section 4(f)	____ Section 4(f)	____ STATEWIDE ASSESSMENT

Basis for Type of Action and Documentation: The impacts of this project are positive and, are local and not significant enough to warrant environmental documentation beyond the assessment stage.

D. Recommended Project Category: ____ 1 ____ 2 _x_ 3 ____ 4


Blue Lake
Fairview Lake
INTERLACHEN
MARINE DRIVE
Portland-Troutdale Airport
(Port of Portland)
COLUMBIA BLVD
BANFIELD FRWY
30
FAIRVIEW
WOOD VILLAGE
City Hall
N.E. HALSEY ST.
TROUTDALE
Multnomah County Farm
Fairview Park
21000
22000
23000
27000
TWELVEMILE CORNER
S.E. STARK ST.
N.E. 242ND DR.
Mt. Hood Community College
Gresham Golf and Country Club
DIVISION ST.
ROWE
500
W. POWELL BLVD
POWELL VALLEY ROAD
26
POWELL VALLEY
GRESHAM
1500
MT. HOOD HWY

Form FHWA 121 (Rev. 5-73)

925C

4

UNITED STATES GOVERNMENT

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Salem, Oregon

Memorandum

DATE: January 12, 1978

In reply refer to: HA.1-OR

SUBJECT: Oregon Project SOS-2600(-)
S.E. 257th to Division Dr.
Rowe Road (Eighth St.)
Project Assessment
Multnomah County

FROM : G. L. Green, Division Administrator

TO : Mr. E. S. Hunter, Mgr., Technical Services Br.
Oregon Department of Transportation
Salem, Oregon

The subject project assessment submitted with Mr. Moehring's December 12, 1977, letter has been reviewed.

NOTED
E. S. HUNTER

We concur with your finding that the proposed project constitutes a non-major action. We also concur with your traffic noise analysis.

The proposed standards, design and other specific details contained in the assessment will be subject to future reviews at the appropriate stage during the project development.

G.K. Hossner
G. L. Green

cc:
ODOT (Moehring)
OSHD (Region 1, Env.)

RECEIVED
TECHNICAL SERVICES
JAN 16 '78
REFER TO
Proj Mgt
FOR
Info | Invest | R/D | D/R | Sign | Act | File

9250.

DATE: December 1, 1977

TO: OREGON TRANSPORTATION COMMISSION

FROM: H. S. Coulter
State Highway Engineer

SUBJECT: Fiscal Year 1978 SOS-R Fund Allocation
Proposed Safer Off-System Roads Projects

On the consent calendar for the December 15 meeting will be a tabulation showing the distribution of fiscal year 1978 Safer Off-System Roads funds. The allocation has been computed in accordance with the federal requirements and a formula developed in cooperation with the League of Oregon Cities and the Association of Oregon Counties.

Also on the consent calendar will be twenty-five requests for approval of SOS-R projects. These projects are divided into three groups and are summarized as follows:

GROUP I-PORTLAND URBANIZED AREAS

Nine requests totaling $395,900 have been received for projects in the Portland Urbanized Area. City of Portland is requesting seven projects totaling $250,500, Tualatin's request is for a $70,400 project, and Multnomah County is requesting a $75,000 project.

GROUP II-CITIES UNDER 50,000 POPULATION

Requests totaling $672,000 have been received for projects in eight cities. Cave Junction's request is for a $75,000 project, Depoe Bay - $75,000, Florence - $75,000, Hermiston - $170,000, Painer - $50,000, Rogue River - $114,000, Sweet Home - $38,000, and Veneta - $75,000.

GROUP III-COUNTIES, ROAD DISTRICTS, & INDIAN RESERVATIONS

Eight requests totaling $1,465,000 have been received from various counties for projects. Baker County is requesting a $134,000 project, Clackamas County - $251,000, Columbia County - $250,000, Douglas County - $270,000, Harney County - $103,000, Klamath County - $165,000, Morrow County - $102,000, and Union County - $190,000.

Federal Safer Off-System Roads funds for these projects are estimated at $2,044,990, with the local entities of government providing approximately $487,910 in match funds.

These projects have been reviewed, and are eligible for funding under the Safer Off-System Roads Program. I recommend your approval of these projects and request authorization to sign the project agreements for and on your behalf.

Att.
GEZ:lml

bc: R. A. Burco
F. B. Klaboe
C. W. Head
E. S. Hunter
R. N. Bothman
D. H. Moehring
V. E. Skoog
J. H. Versteeg
E. L. Hardt
John Sheldrake
A. Shirley, Jr.
C. M. Williams
W. E. Schwartz
D. N. Harwell
George Bell

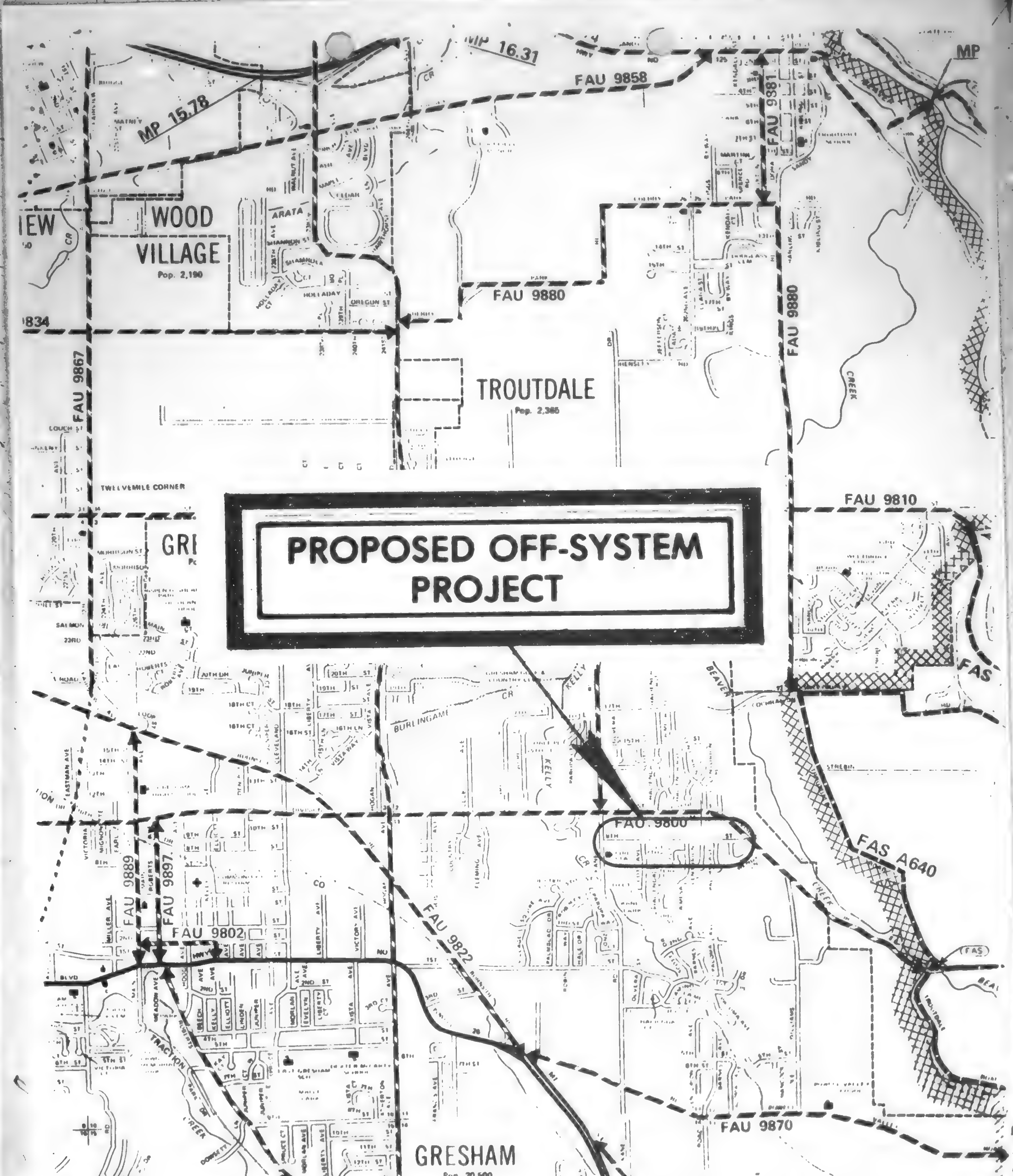
MULTNOMAH COUNTY
Proposed SOS-R Project

S.E. 257th Drive-S.E. Division Drive Section
Rowe Road
Grade and Pave
0.47 miles
$75,000

This project consists of reconstructing the existing roadway to provide a structurally sound two-lane facility with gravel shoulders and adequate drainage.

County will perform the preliminary and construction engineering.

77-b
11/29/77


MP 16.31
FAU 9858
MP 15.78
MP
FAU 9381
WOOD VILLAGE
Pop. 2,190
FAU 9880
FAU 9880
9834
TROUTDALE
Pop. 2,385
FAU 9867
TWELVEMILE CORNER
FAU 9810
PROPOSED OFF-SYSTEM PROJECT
FAS
FAU 9800
FAS A640
FAU 9889
FAU 9897
FAU 9802
FAU 9822
(FAS)
FAU 9870
GRESHAM
Pop 20,500
FAU 9866
9877

9250

FEDERAL AID PROJECT REQUEST

Date November 4, 1976

Applicant Agency Multnomah County
Request for: Off-System XX, FAS-C____, FAUS____ Project
Federal Aid Route No.________ Route Name Rowe Road
Project Name Rowe Road Reconstruction

Project Length 2,500 feet Project Location (Attach sketch map)
Project Description Reconstruct subgrade and repave Rowe Road from SE 257th Drive to SE Division Drive

Average Daily Traffic________ Design Speed________

Complete Applicable Sections:

I. ROADWAY DATA

1. Existing Roadway: (Attach sketch)

Width 20 feet Travel Lanes 2 Shoulders none
Medians none Parking none
Sidewalks none
Remarks curb exists on north side a distance of 1,500 feet

2. Desired Roadway Cross Section: (Attach sketch)

Width 24 feet Travel Lanes 2 Shoulders 2 feet
Medians none Parking none
Curbed________ Length Curb Radii________
Sidewalk/Bikeway none
Remarks________

II. RIGHT-OF-WAY DATA

1. Existing Right-of-Way:

General Width 50 feet Minimum 50 feet Maximum 60 feet

2. Has right-of-way been acquired for this project subsequent to January 2, 1971?
Yes XX No________

3. Will additional right-of-way be needed? Yes________ No XX
If answer is "yes," will cost of right-of-way be subject to Federal reimbursement? Yes________ No________
Remarks________

III. TRAFFIC CONTROL DATA

1. Existing Signalization and Location:

None.

2. **Proposed Signalization:**

Location none

Type

Phases

Type of Suspension

Interconnected

Remarks

3. **Permanent Signing:**

Include in project or by applicant? by applicant

4. **Permanent Striping:**

Include in project or by applicant? by applicant

IV. ILLUMINATION DATA

1. Existing Illumination and Location:

2. Proposed Illumination:

Location none

Type

Remarks

V. STRUCTURE DATA

1. Existing Structure:

Location none

Type

Approach Roadway Width Shoulder Width

Length Width

To remain in place?

2. Proposed Structure:

Location none

Approximate Size: Length Width

Are sidewalk/bikeways desired:

Are any utilities to be attached to structure?

Are provisions for illumination desired?

Are there any unusual or complicating conditions?

Remarks

VI. RAILROAD DATA

1. Are there any railroad crossings? Yes ______ No XX

Name of Railroad

Existing Crossing Protection

2. Will existing railroad crossing be altered?

Remarks

VII. ACTION PLAN REQUIREMENTS

During project development for Category 1, 2, and 3 projects, the city or county shall perform and document responsibilities as found indexed in the Oregon Action Plan, particularly Citizen Involvement and Participation; Environmental Aspects; and Public Hearing Requirements.

The OSHD Region Engineer will provide assistance, liaison and monitoring for these activities.

Responsible local office and party to be contacted for the following activities:

1. Citizen Involvement	Multnomah County Dept. of Environmental Services Office
2. Environmental	Multnomah County Dept. of Environmental Services Office
3. Public Hearing	Multnomah County Dept. of Environmental Services Office

Remarks

VIII. GENERAL INFORMATION

1. Project preliminary engineering to be performed by:

Applicant XX State ______ Consultant ______

2. **Project construction engineering to be performed by:**

Applicant XX **State** ______ **Consultant** ______

3. **Will applicant perform any work prior to or after award of contract?**
Yes ______ **No** XX
If "yes," describe briefly: ______

4. **Applicant's estimate of cost for requested project:**

Roadway Work	$ 70,000
Right-of-way costs (if participating)	
Traffic control	
Illumination	
Structures	
Railroad	
Other	
Preliminary engineering	5,000
PROJECT TOTAL	$ 75,000

Remarks ______

THIS APPLICATION IS AN OFFICIAL REQUEST FROM:

CITY OF ______ and/or Multnomah COUNTY

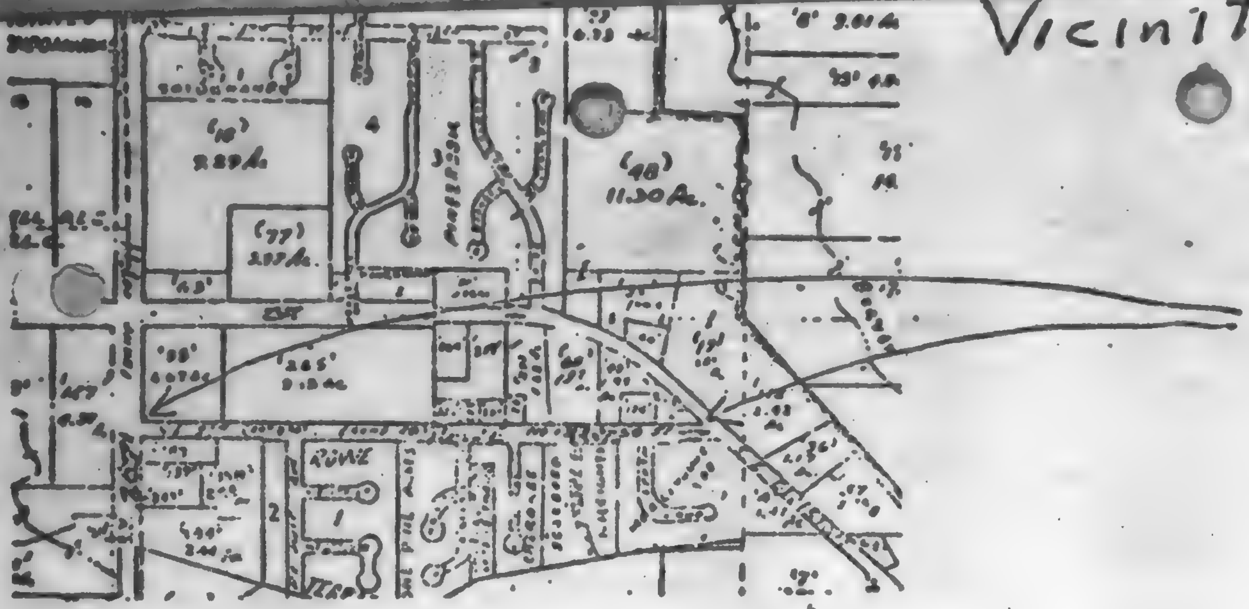
By ______ By ______

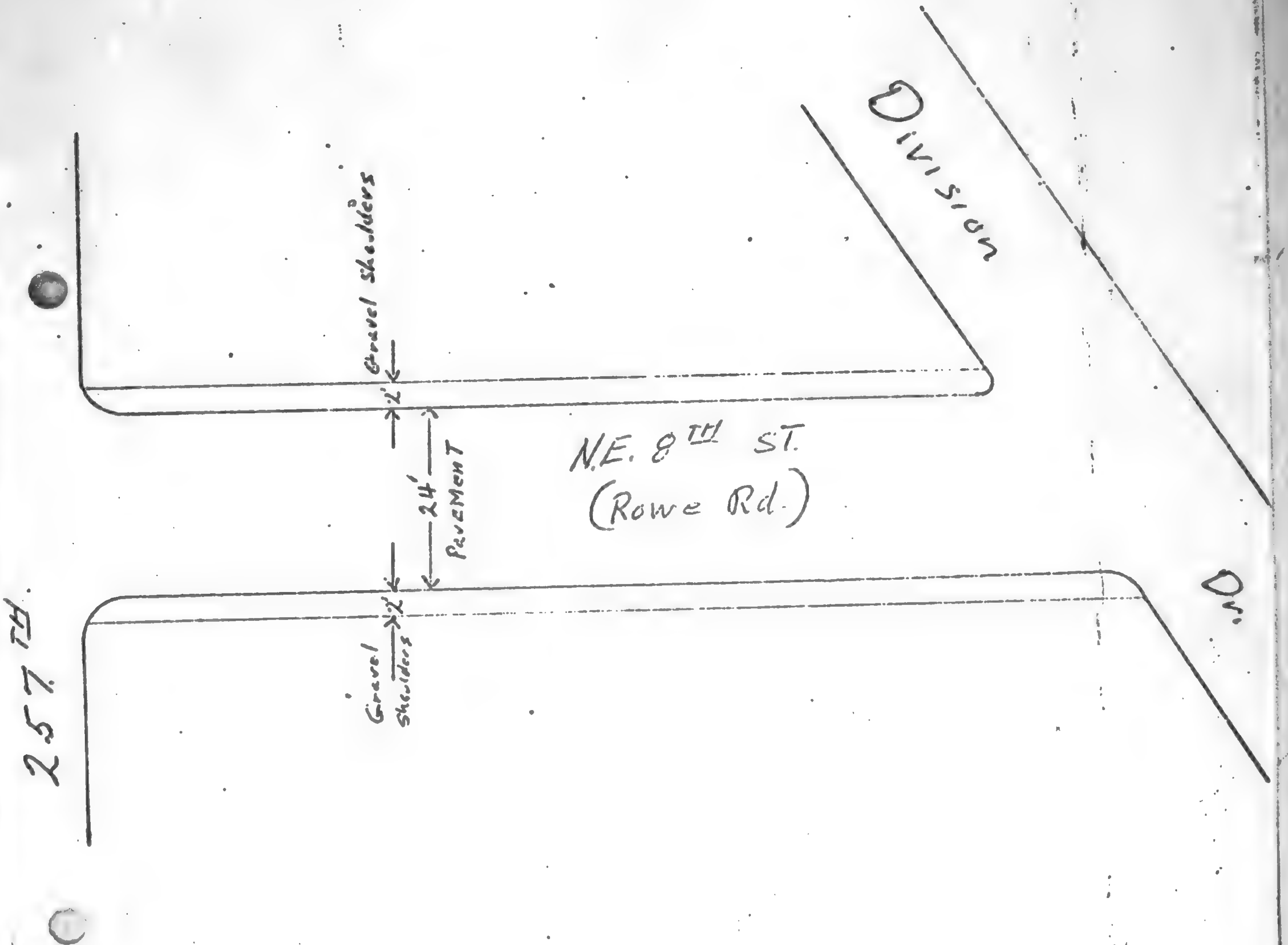
By ______ By ______

By ______

(1976)

Vicinity Map


Project Limits


Division
Dr.
Gravel shoulders
2'
24'
Pavement
2'
Gravel shoulders
N.E. 8TH ST.
(Rowe Rd.)
257TH

9250

OREGON STATE HIGHWAY DIVISION
PROJECT ASSESSMENT

PART 1. GENERAL INFORMATION

A. Project Identification:

Date September 21, 1977

Section S.E. 257th to Division Drive

Unit (if appl)

County Multnomah

City

Highway Rowe Road (Eighth Street)

State Hwy. No.

Termini: M.P.(if appl)

Length 2,500 feet

Region I

Construction Estimate $75,000
Program Amount

B. Purpose of Project:

This project will provide a structurally sound two-lane road with gravel shoulders and adequate drainage.

C. Origin & History of Project:

Rowe Road is a County maintained road. The surface is oil mat and the base is inadequate in depth. The area is developing and maintenance costs on the road are high due to the poor structural quality.

D. General Description of Project:

The road will be reconstructed with an adequate base and paved with asphaltic concrete. Gravel shoulders will be provided and the drainage improved.

Alignment: New ______ Existing X Combined ______

Typical Section: Existing: No. Lanes 2 ; Med. No ; Shldrs. 0 ; Parking None

Proposed: No. Lanes 2 ; Med. No ; Shldrs. 2 ft ; Parking None

Traffic: Existing Facility: Existing ADT 1,500 ; Projected ADT 2,500 ; Yr. 1990

Existing Level of Service B

Proposed Facility: Projected ADT 2,500 estimated ; Yr. 1990

Projected Level of Service C or better

734-3953 (10-75)

Right of Way: Additional anticipated No (Yes, No); if yes, give approx. No. Parcels________

Acres________; Type of Relocation Req.________________; No.________

Materials Source, Borrow, Waste Disposal Requirements, if any:

Type of Structure(s):

None

Brief Description of River or Stream and Type of Involvement, if any:

No involvement

Local City, County or COG priorities of project:

The County feels that the road has a high priority because of its high maintenance costs and narrow road section.

FHWA and/or OSHD approvals given, if any:

None

Location or Design Alternatives (identify and describe):

None

Other Descriptive Information or Comments:

(Attach project sketch map.)

RT II. ENVIRONMENTAL ASSESSMENT

A. Brief Environmental Setting of Project Area:

1. Natural:

The topography varies from level to gently rolling. Much of the area has been cleared and developed but patches of trees and brush remain. Drainage is poor because of the level terrain.

2. Cultural:

The general area has been rural but has changed to suburban in recent years. Most of the property abutting Rowe Road is platted for single family homes and is almost entirely developed in this use. Rowe Road acts as a collector street for Southeast 257th Avenue and Division Drive.

B. Preliminary Assessment of Environmental Impacts:

1. Consequences and Significance of Right-of-Way Acquisition:

None

2. Estimated Impact on Traffic Patterns:

Improved safety as a result of wider lanes and shoulders

Consequences--Air Quality, Noise, Safety, etc.:

A smoother road surface should slightly reduce vehicle noise

3. Estimated Impact on Land Use:

No significant change should result

Consequences:

4. Expected Impact on Natural Ecological Resources:

No significant impacts are expected

Consequences:

5. Expected Impact on Cultural and Scenic Resources:

The project would improve the visual quality of this residential corridor

Consequences:

6. Preliminary Identification of Areas of Critical Concern:

7. Potential for Controversial Issues:

No issues have been identified

8. Potential for Consistency of Proposal With:

a. Clean Air Implementation Plans - The project and traffic involved are not of sufficient magnitude to have a significant effect on air quality. An Indirect Source Permit is not required.

b. Noise Standards - The smoother road surface should result in a slight improvement in vehicle noise. No violation of federal noise standards are presently occurring on this facility.

c. Water Quality Standards - The area to be paved will be increased by only a slight amount. No change in existing water quality is expected to result.

d. Area Land Use and Transportation Plans, and Zoning

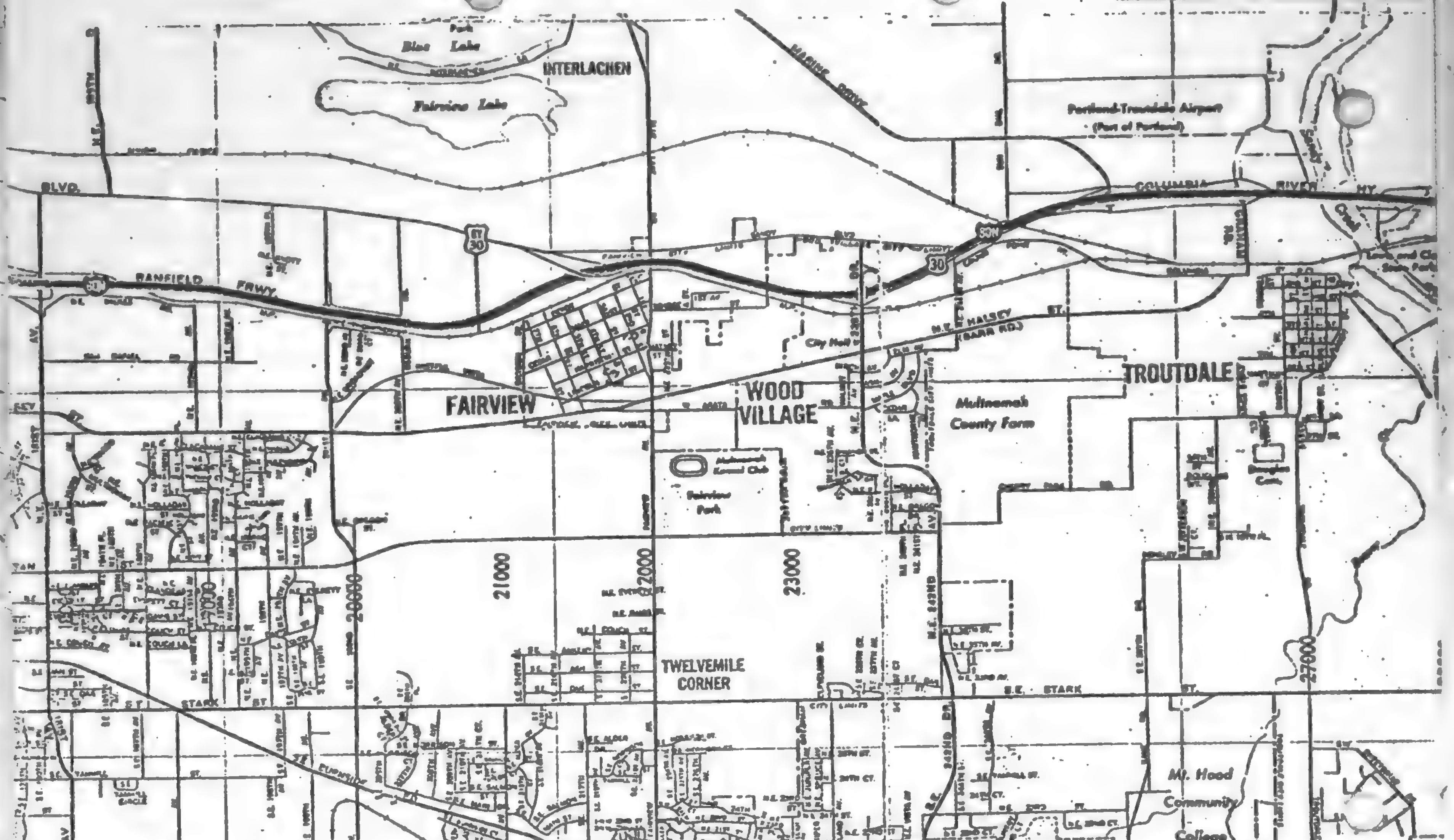
Consistent. The project supports existing land use.

C. Recommended Type of Action and Documentation:

-------------MAJOR ACTION-----------------		----NON-MAJOR ACTION-----
SIGNIFICANT:	NON-SIGNIFICANT:	
____ D & FEIS	____ D & F Neg.Dec.	x ASSESSMENT ONLY
____ Section 4(f)	____ Section 4(f)	____ STATEWIDE ASSESSMENT

Basis for Type of Action and Documentation: The impacts of this project are positive and, are local and not significant enough to warrant environmental documentation beyond the assessment stage.

D. Recommended Project Category: ____ 1 ____ 2 x 3 ____ 4


Park
Blue Lake
INTERLACHEN
Fairview Lake
MARINE DRIVE
Portland-Troutdale Airport
(Port of Portland)
COLUMBIA RIVER HY
BLVD.
BANFIELD FRWY
80N
30
N.E. HALSEY ST.
(BARR RD.)
City Hall
FAIRVIEW
WOOD VILLAGE
TROUTDALE
Multnomah County Farm
Multnomah Kennel Club
Fairview Park
20000
21000
22000
23000
27000
TWELVEMILE CORNER
S.E. STARK ST.
STARK
BURNSIDE
S.E. BURNSIDE RD.
Mt. Hood Community College
Gresham Golf and Country Club
N.E. HOGAN AV
N.W. DIVISION ST.
N.E. DIVISION ST.
ROWE
500
W. POWELL BLVD.
POWELL
26
POWELL-VALLEY ROAD
POWELL VALLEY
BLVD.
GRESHAM
1500
HOGAN
MT. HOOD HY
LINE

PROJECT INFORMATION SHEET
(to be submitted with the project request)

Section S.E. 257th Drive - S.E. Division Date 10/4/77

Highway Rowe Road (off system) County Multnomah

Existing Facility

Access control? None parking restrictions? No
Airport within 2 miles? None name
Water development in the area? None
Recreation areas None
Historical areas None

Roadway: no. lanes 2 paved shoulders? none Gravel parking
pavement width 20 ft

Structures: MP description
None

Signals: location None

Descriptions of adjacent sections

West end: "T" Intersection with SE 257th (NE Kane) 2 lanes 20ft wide with 6' Gravel Shoulde
East end: "T" Intersection with SE Division Drive 2 lanes 24ft wide with 3' Gravel Shoulder

Railroad crossings None

Name of railroad None no. of tracks
Number of trains no. of hi-speed trains
Present protection
Proposed protection
Railroad benefits

9250

OREGON STATE HIGHWAY DIVISION

AUTHORITY FOR SURVEY

Section: Southeast 257th Drive - Southeast Division

Date: August 22, 1977

Highway: Rowe Road (off system)

Authorization No. 1

County: Multnomah County

Survey Prefix: 226-1901
(Assigned by Salem office)

Description of termini, route, length, etc.:

Westerly end of survey is at intersection of 257th and Rowe Road; easterly end is at intersection of Division Street and Rowe Road. Overall length is 0.5 miles.

Proposed:

Reconstruct subgrade and pavement.

Purpose of survey:

County to perform PE. State will monitor PE, review plans, specifications, and award contract.

[illegible] S - 26[illegible]
[illegible]

Off System Program
Category III

		Estimate of Cost
Field Survey	(901)	1[illegible]
Citizen Participation	(902)	-
City or County	(903)	5,000
Consultant	(904)	-
Final Design	(905)	300
Bridge Design	(906)	-
Preliminary Design	(907)	-
R/W Descriptions	(909)	-
Soils & Geology	(910)	300
Traffic	(911)	-
Landscape	(912)	-
Liaison	(913)	-
Utility	(914)	-
Photogrammetry	(916)	-
Location Studies	(918)	-
Engr. Graphics	(919)	-
Office Engineer	(920)	-
Specifications	(921)	300
Environmental	(923)	-
Planning	([illegible])	-
Foundation Exploration	(926)	-
Seminars	([illegible])	-
Hearing	([illegible])	-
Equal Opportunity	(985)	-
Advisory Committees	(98)	-

Total estimated cost of survey . . . . $ [illegible],000

Previous authorization . . . .

Additional authorization requested . . . .

Additional [illegible] approved ([illegible]) . . . .

Total all [illegible] approved to [illegible] . . .

INSTRUCTIONS

Submit [illegible]. After approval by the Assistant State Highway Engineer, one copy will be sent to the [illegible] to the Resident Engineer.

This form does not constitute authority for making survey until [illegible] returned.

[illegible]

Requested:

R. [illegible] Region Engineer

[illegible]

P. E. [illegible] Administrator

Recommended for Approval:

[illegible]

Approved:

Tech. Serv. Engr. XXXXXXXXXXX

N A 39 M

1981 Soap Crk. Br. Sec. of 9251
FAS Rt. A-515 north of Albany.
(Structure)

C&A 7086 8/17/79, 4/2/80

9251

HIGHWAY DIVISION INVOICE

INVOICE NUMBER
137338

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DIVISION
TRANSPORTATION BUILDING
SALEM, OREGON 97310

DATE
7/22/83

YOUR ORDER NUMBER

BILLING REQ. NUMBER
CA 1784

CODE
P0LKC0U

Polk County
Courthouse
Dallas, OR 97338

Attn: Ralph Blanchard, County Surveyor

PREFIX	FUNC	SUB FUNC	OBJECT	P/N GROUP	AMOUNT
	321	00			$ 66.73
527-1099	296	00	000		66.73
527-1099	297	00	000		(66.73)

↑ FOLD

DESCRIPTION	TOTAL PRICE
Soap Creek Bridge Section Independence-Albany Rd. Agreement #7086 Contract #9251 RS-A515(1)	
Total Project Costs (copy of itemized statement attached)	$231,845.60
Less: Federal Share	(204,343.90)
State Share	(13,734.97)
County Share	$ 13,766.73
Less: County Advance Deposit	<13,700.00>
Additional Amount Due	$ 66.73

↑ FOLD

A/C 110.00

IF YOU HAVE QUESTIONS ON THIS INVOICE, PLEASE CONTACT:

Harold Reynoldson PH: 378-6514 FOR CORRECTNESS OF CHARGES

OR Rosalyn Wickham PH: 378-5034 PREPARER OF INVOICE

734 1150 (7-81)

9251

OREGON STATE HIGHWAY DIVISION

ITEMIZED STATEMENT OF FINAL COSTS DATE: 7-18-83

COUNTY: POLK AGREEMENT NO: 7086 PROJECT NO: RS-A515(1)

CONTRACT NO: 9251 SECTION: Soap Cr. (Independence-Albany Rd) Br.

P.E.		$ 19,519.41
R/W - Real Estate Acquisition		$ 3,620.00 2,534.16 $ 6,154.16
Construction:		
Payment to Contractor	(Participation)	$180,436.25
Engineering		18,721.91
Lab. Charges		6,427.82
Training Charges		541.06
EEO		13.23
		$206,140.27
Interest Paid to Contractor	(Non-Participation)	$ 31.76

Federal Funds Collected:

P.E.	$ 17,206.36
R/W	5,424.89
Construction	181,712.65
	$204,343.90

County's Share of Project Costs is:

1/2 ($19,519.41 + $6,154.16 + $206,140.27 - $204,343.90) + $31.76 = $13,766.73

REFERENCE: CC 83-13

9251 5-2-83

527-1969
527-1099
527-2511

ORIGINAL

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

D.O. VOUCHER NO.

STATE VOUCHER NO.

DATE

FHWA SCHEDULE NO.

PAID BY

FINAL VOUCHER FOR PAYMENT UNDER 23 U.S.C. 117

Appropriation:

The United States, Dr., TO Treasurer of the State of Oregon

Address Capitol Bldg. - Salem, OR 97310

STATE Oregon

FEDERAL AID PROJECT NO. RS-A515(1)

PROGRAM APPROVED

VOUCHER PERIOD From: 10-26-79 To: 2-4-83

FINANCIAL DATA

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
$ 6,154.16	$ 6,154.16	88.15%	$ 5,424.89	$ 5,424.89	$ 0.00
19,519.41	19,519.41	88.15%	17,206.36	17,206.36	0.00
206,172.03	206,140.27	88.15%	181,712.65	181,712.65	0.00
$231,845.60	$231,813.84	88.15%	$204,343.90	$204,343.90	$ 0.00

The undersigned State highway agency certifies as follows: The above-mentioned project has been completed; the plans, design and construction for said project are in accord with the laws, standards and procedures of this State applicable to projects in this category approved by the Federal Highway Administration or such project exceptions as have been approved by FHWA; and no claim has been presented to or payment made by the United States for the work for which payment is claimed herein.

SIGN ORIGINAL ONLY

Oregon *State Highway Agency*

By Controller *Authorized Officer* 5/2/83 *Date*

I certify that a final inspection of the above project has been made by an authorized official of the Federal Highway Administration. On the basis of such inspection and the State highway agency's certification the amount claimed is approved for payment.

Amount submitted $ 0.00

Adjustments $

Amount Approved $

SIGN ORIGINAL COPY

Signature of Authorized FHWA Representative *Date*

Form FHWA-1447 (4-78) PREVIOUS EDITIONS ARE OBSOLETE

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	Soap Creek Bridge Section FASA 515 in Polk County					
	Preliminary Engineering Type Code P.E. State	All	Required		$ 19,519.41	
	Type Code Right of Way Right of Way	All	Required		3,620.00	
	Acquisition State	All	Required		2,534.16	
	Construction Type Code X080 Structure, Bridge #1031A (Sta. 499+10 To Sta. 500+74) Final Contract Payment Summary	All	Required		180,436.25	
	Construction Engineering State	All	Required		25,690.79	
	Misc. Project Cost EEO Monitoring Expense	All	Required		13.23	
	Total Participating Project Cost				$231,813.84	
	Nonparticipating Project Cost Interest on Final Payment	All	Required		31.76	
	Total Project Cost				$231,845.60	
	Participating costs are for ROW actually incorporated in the final project and all costs have been previously certified by the ROW Engineer.					
	Prepared based on Participating Costs as shown on Federal Billing as of 5/4/83.					
	AMOUNT CARRIED FORWARD					

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ACCOUNT SUMMARY - EXPENDITURES & LEDGERS                                        MAY 1983        PAGE 1150

                                                                                 FISCAL         GRAND TOTAL
      DESCRIPTION                    PREFIX  FUNCTION SUB F. GR  CURRENT MONTH    YEAR TO DATE     TO DATE
                                527   2509     401     00 P 1                                      2,790.00
                                527   2509     402     00 P 1                                          4.26
                                527   2509     404     00 P 1                                         25.00
                                527   2509     407     00 P 1                                      1,329.63
                                527   2509     409     00 P 1                                         93.06
                                527   2509     412     00 P 1                                        314.93
                                527   2509     413     00 P 1                                          1.45
                                527   2509     414     00 P 1                                        403.90
                                527   2509     415     00 P 1                                         22.44
                                527   2509     920     00 P 1                                         43.92
                                527   2509     930     00 F 1                                        278.69
                                               TOT     P1                                          5,307.28
                                            ** JOB TOTALS **         **              **            5,307.28  **

 SOAP CR BR-IND-ALBANY HWY     CONT NO     * FA PROJ NOS RS  A515001 100                                       STATE
                                527   2511     296     00 N 9                                      5,424.89CR
                                527   2511     298     00 N 9                                      5,424.89
                                527   2511     401     00 P 1  Net Cost of land Purchased            566.00
                                527   2511     404     00 P 1  Est. Value of trees, walks etc      2,854.00
                                527   2511     405     00 P 1  Severence damages                     200.00
                                527   2511     407     00 P 1  Appraisals                            426.59
                                527   2511     412     00 P 1  Tile records                          304.99
                                527   2511     413     00 P 1  Taxes                                    .76
                                527   2511     414     00 P 1  Negociation costs                   1,255.91
                                527   2511     415     00 P 1  Relocation                             63.06
                                527   2511     930     00 P 1                                        482.85
                                               TOT     P1                                          6,154.16
                                            ** JOB TOTALS **         **              **            6,154.16  **

  GLENCOE RD-W UNION RD        CONT NO       FA PROJ NOS RS  A685002 100                                       STATE
                                534   2530     296     00                          15.85
                                534   2530     296     00 N 9                   1,012.44CR        32,974.18CR
                                534   2530     297     00                          15.85CR
                                534   2530     297     00 N 9                      15.85           3,145.56
                                534   2530     298     00 N 9                     996.59          29,828.62
                                534   2530     401     00 P 1                   1,015.00           1,115.00
                                534   2530     407     00 P 1                                      7,728.28
                                534   2530     412     00 P 1                      42.74             212.14
                                534   2530     414     00 P 1                      25.75           1,443.33
                                534   2530     415     00 P 1                                        449.63
                                534   2530     430     00 P 1                                        188.98
                                534   2530     903     00 P 1                                     21,700.00
                                534   2530     920     00 P 1                                         14.94
                                534   2530     930     00 P 1                      51.94             529.86
                                534   2530     950     00 P 1                                        456.32
                                534   2530     960     00 N 1                                        114.08
                                               TOT     00
                                               TOT     P1                       1,135.43          33,838.48
                                               TOT     N1                                            114.08
                                            ** JOB TOTALS **         **         1,135.43  **      33,952.56  **
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                                                                                 MAY 1983          PAGE  948
ACCOUNT SUMMARY - EXPENDITURES & LEDGERS
                                                                                  FISCAL          GRAND TOTAL
                                PREFIX  FUNCTION SUB F. GR  CURRENT MONTH     YEAR TO DATE         TO DATE
       DESCRIPTION                                                                                   763.62
                            527   1947     921     00 P 1                                             19.24
                            527   1947     922     00 P 1                                             47.84
                            527   1947     923     00 P 1                                            122.72
                            527   1947     924     00 P 1                                          4,196.65
                            527   1947     926     00 P 1                                          1.132.85
                            527   1947     950     00 P 1                                         39,746.51
                                           TOT     P1                                                100.00
                                           TOT     N1                                          39,846.5   **
                                       ** JOB TOTALS **                **               **

                                                                                                            STATE
 SPTC XING @ ROGERS ROAD     CONT NO        FA PROJ NOS RRS A557002 100            86.41CR         439.25CR
                            527   1968     296     00 N 9                          86.41           439.25
                            527   1968     298     00 N 9                                           71.40
                            527   1968     905     00 P 1                                          300.18
                            527   1968     914     00 P 1                                           15.53
                            527   1968     920     00 P 1                         100.94           100.94
                            527   1968     932     00 P 1                         100.94           488.05
                                           TOT     P1                             100.94  **       488.05  **
                                       ** JOB TOTALS **               **

                                                                                                            STATE
 SOAP CREEK BRIDGE           CONT NO       * FA PROJ NOS RS  A515001 100                        16,924.44CR
                            527   1969     296     00 N 9                                       16,924.44
                            527   1969     298     00 N 9                                        6,272.92
                            527   1969     901     00 P 1 Resident 406.38 Eng'r    406.38        1,888.30
                            527   1969     905     00 P 1 Final design                             541.05
                            527   1969     906     00 P 1 Br. Design                               669.36
                            527   1969     909     00 P 1 R/w Description                          725.71
                            527   1969     910     00 P 1 Geology                                  180.50
                            527   1969     911     00 P 1 Traffic Section                           34.27
                            527   1969     913     00 P 1 R/w Liaison                               20.33
                            527   1969     914     00 P 1 Utility Liaison                        1.712.99
                            527   1969     918     00 P 1 Location                                 221.23
                            527   1969     920     00 P 1 Project Mang.                          1,245.45
                            527   1969     921     00 P 1 Spec's     86.56CR       86.56CR          73.65
                            527   1969     922     00 P 1 Admin. Services                          275.53
                            527   1969     923     00 P 1 Environ                                2,509.23
                            527   1969     926     00 P 1 Structural foundation                  3,148.89
                            527   1969     927     00 P 1 Br. design for Counties               19,519.41
                                           TOT     P1        319.82            319.82           19,519.41  **
                                       ** JOB TOTALS **      319.82  **        319.82  **

                                                                                                            STATE
 N FX ASH CR(HOFFMAN RD) BR  CONT NO       * FA PROJ NOS RS  7559001 100           754.48CR      8,683.75CR
                            527   1979     296     00 N 9                         500.00           500.00
                            527   1979     297     00 N 9                         254.48         8.183.75
                            527   1979     298     00 N 9                         495.03CR       1,212.89
                            527   1979     901     00 P 1
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              527     1092         948      00 N 1                                                               51.62        81       81
              527     1092         960      00 N 1                                                               91.55        80       80
              527     1092         985      00 P 1                                                              210.97        79       81
                                   TOT         P1                                                           154,712.52
                                   TOT         N1                                                               293.93
                                ** JOB TOTALS **                     **                      **             155,006.45  **

                                                                                                                           STATE
SOAP CREEK BRIDGE       CONT NO 9251 * FA PROJ NOS RS  A515001 100
              527     1099         201      00 P 1  Payments to Contractor                              180,436.25        81       81
              527     1099         206      00 N 1    Int. Pd. to Cont                                       31.76        82       82
              527     1099         296      00 N 9          281.92                 435.48               192,412.65CR      81       83
              527     1099         297      00 N 9                                                       10,700.00        81       81
              527     1099         298      00 N 9          281.92CR               435.48CR             181,712.65        81       83
              527     1099         900      00 P 1  Resident 406.38CR Eng.         406.38CR              17,079.28        81       83
              527     1099         920      00 P 1  Proj. Mngt                                               93.03        81       81
              527     1099         940      00 P 1  Salem testing lab                                     1,848.12        81       82
              527     1099         941      00 P 1  Portland                                              3,192.29        81       82
              527     1099         942      00 P 1  Eugene                                                1,387.41        81       81

                                                                                  MAY 1983              PAGE  398
ACCOUNT SUMMARY - EXPENDITURES & LEDGERS
                                                                                    FISCAL              GRAND TOTAL         ACTIVE YRS
     DESCRIPTION                                                                YEAR TO DATE              TO DATE          BEG      END
                   PREFIX  FUNCTION SUB F. GR  CURRENT MONTH
              527     1099         944      00 P 1  Tech Ser. Br                                            620.64        81       82
              527     1099         945      00 P 1  Const  Br                    15.67                      314.12        81       83
              527     1099         946      00 P 1  Region Eng. Chg                                         528.28        81       82
              527     1099         948      00 P 1  Const.  86.56 Eng            86.56                       86.56        83       83
              527     1099         950      00 P 1  Training                                                541.06        81       81
              527     1099         985      00 P 1  EEO                                                      13.23        81       81
                                   TOT         P1           319.82CR                 304.15CR           206,140.27
                                   TOT         N1                                                            31.76
                                ** JOB TOTALS **            319.82CR**               304.15CR**         206,172.03  **

                                                                                                       00000000000        STATE
HAY CANYON BRIDGE       CONT NO 9266 * FA PROJ NOS RS  B443001 100
              528     1057         201      00 P 1                                                    91,976.91        81       82
              528     1057         206      00 N 1                                                        69.99        82       82
              528     1057         296      00 N 9          12.61CR                  1.49CR           97,055.62CR      81       83
              528     1057         297      00 N 9                                                     5,000.00        81       81
              528     1057         298      00 N 9          12.61                    1.49             92,055.62        81       83
              528     1057         900      00 P 1                                                     7,818.35        81       82
              528     1057         900      00 N 1                                                         3.63        81       81
              528     1057         920      00 P 1                                                        79.45        81       82
              528     1057         940      00 P 1                                                     1,436.13        81       81
              528     1057         941      00 P 1                                                     1,074.67        81       82
              528     1057         942      00 P 1                                                        21.28        81       81
              528     1057         944      00 P 1                                                     1,501.82        81       82
              528     1057         945      00 P 1                                   14.30               319.88        81       83
              528     1057         946      00 P 1                                                       135.23        81       81
              528     1057         948      00 P 1                                                        31.35        81       81
```

802
075

OREGON STATE HIGHWAY DEPARTMENT
FHWA BILLING VOUCHER

06/23/83

PREFIX	GRP FL	FED AID PPOJ	AGREEMENT AMOUNT	TOTAL COSTS TO DATE	PARTIC. AMOUNT	% OF PARTIC.	FEDERAL SHARE	AMOUNT PREV. CLAIMED	ADJUSTMENT AND CODE	AMOUNT OF THIS VOUCHEP
520-1076	8	RS -A465-002				88.15	78,373.41	68,248.00	10,125.41 B	
520-1958	1	RS -A465-002	68,248.00	88,909.14	88,909.14	88.15	78,373.41	68,248.00	10,125.41	
		PROJ TOTALS	68,248.00	88,909.14	88,909.14					
522-1955	1#	RS -A483-001	105,568.05	123,271.68	123,039.69	85.80	105,568.05	105,568.05		
522-2514	1	RS -A483-002	128,390.00	176,260.08	156,374.92	88.18	137,891.40	128,390.00	9,501.40 B	
522-1011	1	RS -A483-003	980,000.00	1160,587.42	1156,704.55	81.83	946,531.33	866,661.41		79,869.92
522-1071	1#	RS -A487-001	296,631.48	403,244.53	345,724.33	85.80	296,631.48	296,631.48		
522-2511	1#	RS -A496-002	6,108.08	7,810.85	7,810.85	78.20	6,108.08	6,108.08		
527-1099	1*	RS -A515-001	181,712.65	206,172.03	206,140.27	88.15	181,712.65	181,712.65		
527-1969	1*	RS -A515-001	17,206.36	19,519.41	19,519.41	88.15	17,206.36	17,206.36		
527-2511	1*	RS -A515-001	5,424.89	6,154.16	6,154.16	88.15	5,424.89	5,424.89		
		PROJ TOTALS	204,343.90	231,845.60	231,813.84		204,343.90	204,343.90		
502-1952	1#	RS -A516-001	10,799.12	12,261.09	12,246.68	88.18	10,799.12	10,799.12		
502-1001	1	RS -A516-002	158,912.29	180,446.65	180,274.86	88.15	158,912.29	158,912.29		
521-1977	1#	RS -A522-002	28,[illegible].80	33,747.26	33,715.38	85.80	28,927.80	28,927.80		
521-1015	1	RS -A525-003	237,356.00	3,556.43	3,556.43	81.79	2,908.80	2,908.80		
521-1911	1	RS -A525-003	8,019.00	7,332.99	7,332.99	81.83	6,000.59	6,000.59		
		PROJ TOTALS	245,375.00	10,889.42	10,889.42		8,909.39	8,909.39		
521-1016	1	RS -A531-001	490,963.00	6,467.97	6,346.31	81.79	5,190.65	5,142.72		47.93
521-1910	1	RS -A531-001	10,638.00	9,768.46	9,768.46	81.83	7,993.53	7,993.53		
		PROJ TOTALS	501,601.00	16,236.43	16,114.77		13,184.18	13,136.25		47.93
527-1988	1	RS -A549-001	17,630.00	18,075.25	18,075.25	88.15	15,933.33	15,911.72		21.61
527-1092	1#	RS -A557-001	132,743.34	155,006.45	154,71[illegible]	85.80	132,743.34	132,743.34		
527-1947	1#	RS -A557-001	34,102.51	39,846.51	39,746.[illegible]1	85.80	34,102.51	34,102.51		
527-2509	1#	RS -A557-001	4,553.65	5,307.28	5,307.28	85.80	4,553.65	4,553.65		
		PROJ TOTALS	171,399.50	200,160.24	199,766.31		171,399.50	171,399.50		
527-1979	1#	RS -A559-001	8,183.75	9,300.50	9,280.73	88.18	8,183.75	8,183.75		
527-1006	1	RS -A559-002	49,827.00	52,843.42	52,769.52	88.18	46,532.16	46,532.16		
536-1983	1	RS -A563-001	35,083.00	31,761.53	31,625.37	88.15	27,877.76	27,875.38		2.38
524-1953	1#	RS -A590-001	31,128.70	35,604.06	35,301.31	88.18	31,128.70	31,128.70		

9251

POLK COUNTY ROAD DEPARTMENT
Polk County, Oregon

P. O. Box 12
Dallas, Oregon 97338
Office-West Ash St.

Phone:
Dallas 623-9287
Salem 370-2504

May 13, 1982

W

Mr. Phil Stearns
Regional Federal Aid Engineer
East Salem Office Building
2960 E. State Street
Salem, Oregon 97310

Re: Guard Rail on Soap Creek Bridge Section FAS 515
(Independence-Albany Road) - FAS-C Project No. RS-A-515 (1)

Dear Phil;

The guard rail on the bridge approaches to the Soap Creek Bridge was installed by Polk County Forces shortly after construction of the bridge was completed. In the installation of the Type 3 guard rail, the extra rail member was inadvertently omitted.

This letter is to advise you that these extra rail members will be installed by the county as soon as our Bridge Crew can be scheduled to do the work.

Very truly yours,

John L. Gorman

John L. Gorman, Roadmaster

JLG/em

5-18-82
Copy sent to Bill Kappusons

cc- C. T. [illegible]
H. C. [illegible]

9251

L.

February 3, 1982

Mr. Harold E. Pippin, General Manager
Valley Concrete & Gravel Co., Inc.
P. O. Box 38
Independence, OR 97351

CON 5
#9251

Dear Mr. Pippin:

Thank you for your letter of February 1 stating that you have received and accepted as a settlement payment in the amount of $4,326.64 from Northwest Underground Company.

You state this is in reference to the Auburn Construction Company Contract No. 9251 for the Soap Creek Bridge in Polk County.

We will note this information in our records and advise the surety and the contractor.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

FKN:dmc

cc: Auburn Construction Company
7055 S.W. Mabel
Milwaukie, OR 97222

Douglas Hunter & Associates, Inc.
500 N.E. Multnomah Street, Suite 337
Portland, OR 97232

The Aetna Casualty & Surety Co.
Bond Department
200 Market Building, Suite 1500
200 S.W. Market Street
Portland, OR 97201

NOTED ON CARD
2-3-82 dmc

VALLEY CONCRETE & GRAVEL CO., INC.

PLANT, FOOT OF C STREET
INDEPENDENCE, OREGON
PHONE 838-0110

P.O. BOX 38
INDEPENDENCE, OREGON 97351

SALEM, 364-9346

PLANT, FOOT OF UGLOW AVE.
DALLAS, OREGON
PHONE, 623-4141

February 1, 1982

Robert Gormsen
Commission Services
121 Transportation Building
Salem, Or. 97310

Re: Soap Creek Bridge Project #7251
Polk County, Oregon

Dear Mr. Gormsen:

This is to inform you we have received payment from Northwest Underground Co. in the amount of $4,326.64. We will accept this amount as settlement for the above project although the payment was lacking $265.00 in service charges which were incurred due to the excessive length of time it took to receive our payment.

Thank you, Bob, for your help in this matter.

Sincerely,

Harold E. Pippin

Harold E. Pippin
General Manager

HEP/ca

cc: Thomas W. Berning, Auburn Construction Co.
Oliver B. Jackmond, Contract Administration Engineer

NOTED
R [illegible] GORMSEN

RECEIVED
FEB 2 1982
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

READY-MIXED CONCRETE CRUSHED GRAVEL SAND-GRAVEL CEMENT FILL MATERIALS

9251

L.

file

VALLEY CONCRETE & GRAVEL CO., INC.

PLANT, FOOT OF C STREET
INDEPENDENCE, OREGON
PHONE 838-0110

P.O. BOX 38
INDEPENDENCE, OREGON 97351
SALEM, 364-9346

PLANT, FOOT OF UGLOW AVE.
DALLAS, OREGON
PHONE, 623-4141

December 2, 1981

Harold Ronestvedt
The Aetna Casualty and Surety Co.
200 Market Building, Suite 1500
Portland, Or. 97201

Re: Northwest Underground Co.
Con 5 #9251

Dear Mr. Ronestvedt:

Our phone conversations of November 25, and December 1, 1981, contained statements by you that first: payment had not been made to Valley Concrete because of a dispute with the State of Oregon over quantities received for payment. I am enclosing a letter from the contract administration engineer in which he states no such protest or dispute has been filed.

Secondly, you stated a two party check for the amount due Valley Concrete has been sent to Northwest Underground Co. in satisfaction of the amount due and that terminates your and Auburn Construction's responsibility in the matter.

I have no proof this has been done.

I again make demand of $4,524.27 for payment of this past due account.

Sincerely,

Harold E. Pippin

Harold E. Pippin
General Manager

HEP/ca

encl: 1
cc: Northwest Underground Co.
Auburn Construction
Robert Gormsen
Joe Penna

RECEIVED
DEC 3 - 1981
COMM[illegible]VICES
DEPARTMENT OF TRANSPORTATION

no response nec.

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

file

November 30, 1981

In Reply Refer to File No.: CON 5 #9251

Valley Concrete & Gravel Co., Inc.
P.O. Box 38
Independence, OR 97351

Attention: Harold E. Pippin
General Manager

Re: Soap Creek Bridge
Contract No. 9251

Dear Mr. Pippin:

In response to your letter of November 25, 1981, the Auburn Construction Company has filed no protest with the State concerning amounts paid under this contract.

Very truly yours,

O. B. Jackmond

O. B. Jackmond, P.E., P.L.S.
Contract Administration Engineer

OBJ:fr

cc: Robert W. Gormsen (w/att.)
C. O. Fredrickson "
Jack Martin "

RECEIVED
DEC 1 - 1981
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

Form 734-3122

VALLEY CONCRETE & GRAVEL CO., INC.

PLANT, FOOT OF C STREET
INDEPENDENCE, OREGON
PHONE 838-0110

P.O. BOX 38
INDEPENDENCE, OREGON 97351
SALEM, 364-9346

PLANT, FOOT OF UGLOW AVE.
DALLAS, OREGON
PHONE, 623-4141

November 25, 1981

Oliver B. Jackman
Contract Administration Engineer
Construction Branch
Department of Transportation
Transportation Building
Salem, Or. 97310

Re: Con 5 #9251, Soap Creek Bridge, Polk County
Section of F A S of Route A-515

Dear Mr. Jackman:

To date we have not been paid for materials we supplied at the above referenced project.

It is our understanding the funds are available through the surety company, but are being held for payment because of a dispute between the State of Oregon and Auburn Construction, the general contractor, over the amounts of materials on which the State of Oregon paid.

Would you please verify this and explain why we, as only a supplier for this project, are involved and have not been paid for the materials we delivered over six months ago.

Thank you for your cooperation.

Sincerely,

Harold E. Pippin

Harold E. Pippin
General Manager

HEP/ca
cc: The Aetna Casualty & Surety Co.
Auburn Construction
Robert W. Gormsen, Commission Services

RECEIVED
DEC 1 - 1981
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

READY-MIXED CONCRETE · CRUSHED GRAVEL · SAND-GRAVEL · CEMENT · FILL MATERIALS

9251

2

November 25, 1981

The Aetna Casualty & Surety Co.
Bond Department
200 Market Bldg., Suite 1500
200 S. W. Market Street
Portland, OR 97201

CON 3
#9251

Gentlemen:

On September 14, 1981, we wrote to you concerning release of final payment on Contract No. 9251 awarded to Auburn Construction Company for the Soap Creek Bridge Section of FAS Route A-315 in Polk County.

Final payment on this contract is $1,924.93 and the total contract amount is $180,436.25. No work was performed under force account.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

js

cc: Auburn Construction Company
7055 S.W. Mabel
Milwaukie, OR 97222

bc: C. T. Kassey
Walt Hart
C. O. Fredrickson

9251

L

9-10-81

REPORT OF ACTION UNDER DELEGATED AUTHORITY BY

ASSISTANT STATE HIGHWAY ENGINEER

On behalf of the Commission and under authority delegated to me to accept contracts completed according to specifications, I accepted the following:

Contractor and Contract No.	Section and County	Acceptance Date
Mill Plain Electric, Inc. No. 9189	Mt. Hood Hwy. @ SE 104th Ave. Multnomah County	August 10, 1981
Delta Construction Co. No. 8974	Prairie Rd.-Irving Rd. & Park Ave.-River Rd. Lane County	August 10, 1981
Douglas S. Coats, Inc. No. 9262	Deschutes River (Sheep) Bridge Deschutes County	August 10, 1981
Ross Bros. Construction, Inc. No. 9222	Thornton Lake Bridge Benton County	August 12, 1981
W. R. Grasle Co. No. 9059	N.Tigard Intchge.-SW Beef Bend Rd. (Tigard) Multnomah & Washington Counties	August 14, 1981
A.K. Lundmark & Son, Inc. No. 8978	Nehalem River (CCC) Bridge Tillamook County	September 1, 1981
F. E. Ward, Inc. No. 9238	Little Luckiamute River (Smith Rd.) Bridge Polk County	September 2, 1981
N.L. Prouty Excavating No. 9252	Dairy Creek O'Flow Culvert Washington County	September 3, 1981
Don Haisch Construction, Inc. No. 9212	M.P. 44.5 Marion County	September 4, 1981
Tice Electric Co. No. 9162	Hayden Island-NE Broadway St. (Portland) Multnomah County	September 4, 1981
Peter Kiewit Sons' Co. No. 9017	Yaquina Bay Bridge (Newport) Lincoln County	September 4, 1981

Contractor and Contract No.	Section and County	Acceptance Date
Mill Plain Electric, Inc. No. 9257	SE Harmony Rd. @ International Way Clackamas County	September 8, 1981
Auburn Construction Co. No. 9251	Soap Creek Bridge Polk County	September 10, 1981

September 10, 1981

CT Keasey

C. T. Keasey
Asst. State Highway Engineer

9251

L.

VALLEY CONCRETE & GRAVEL CO., INC.

PLANT, FOOT OF C STREET
INDEPENDENCE, OREGON
PHONE 838-0110

P.O. BOX 38
INDEPENDENCE, OREGON 97351
SALEM, 364-9346

PLANT, FOOT OF UGLOW AVE.
DALLAS, OREGON
PHONE, 623-4141

September 8, 1981

The Aetna Casualty and Surety Co.
Bond Department
200 Market Building, Suite 1500
Portland, Or. 97201

Re: Northwest Underground Co.
Con 5
#9251

Gentlemen:

To date we have not received final payment from Northwest Underground Company for materials we delivered to them for the Soap Creek Bridge in Polk County, Oregon.

Will you please send us the appropriate claim forms so that we can start proceedings for this payment totaling $4,326.64.

Sincerely,

Harold E Pippin (ca)

Harold E. Pippin
General Manager

HEP/ca

cc: Northwest Underground Co.
Auburn Construction Co.
Oregon State, Department of Transportation

[illegible]
[illegible]
Claim file
[illegible]

RECEIVED
SEP 9 1981
COMM[illegible] [illegible]VICES
DEPARTMENT OF TRANSPORTATION

READY-MIXED CONCRETE CRUSHED GRAVEL SAND-GRAVEL CEMENT FILL MATERIALS

9251

L.

VALLEY CONCRETE & GRAVEL CO., INC.

PLANT, FOOT OF C STREET
INDEPENDENCE, OREGON
PHONE 838-0110

P.O. BOX 38
INDEPENDENCE, OREGON 97351
SALEM, 364-9346

PLANT, FOOT OF UGLOW AVE.
DALLAS, OREGON
PHONE, 623-4141

August 21, 1981

Gordon Wilson
Northwest Underground Co.
P. O. Box 1372
Corvallis, Or. 97230

Re: Soap Creek Bridge Project
CON 5 #9251

Dear Mr. Wilson:

We have tried repeatedly to reach you by phone, either leaving messages on your answering system or getting no answer.

As we have received no response, we are now making final demand for your payment in full in the amount of $4262.70 for materials supplied to you at the Soap Creek Bridge Project.

If we do not receive payment by August 28, 1981, we are turning your account over to our attorney to insure payment through The Aetna Casualty and Surety Co.

Sincerely,

Harold E. Pippin

Harold E. Pippin
General Manager

HEP/ca

cc: Auburn Construction Co.
The Aetna Casualty and Surety Co.
✓Robert W. Gormsen, Dept. of Transportation
Joe Penna

no response necessary
as already filed claim
on above [illegible]

READY-MIXED CONCRETE CRUSHED GRAVEL SAND-GRAVEL CEMENT FILL MATERIALS

9251

L.

August 14, 1981

Valley Concrete & Gravel Co., Inc.
P. O. Box 38
Independence, OR 97351

CON 5
#9251

Attention: Harold E. Pippin
General Manager

Gentlemen:

Thank you for your letter of July 21, 1981, with attached copy of a check from Northwest Underground, Inc., in the amount of $1,500.

You state this is in connection with a claim against Auburn Construction Company on Contract No. 9251 for the Soap Creek Bridge in Polk County.

This partial payment will be noted in our records and we will advise the surety and contractor. Please advise us when the remainder has been paid. We are also forwarding a copy of your July 30 letter to the surety.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

cc Auburn Construction Company
7033 S.W. Mabel
Milwaukie, OR 97222

The Aetna Casualty and Surety Co.
Bond Department
200 Market Building, Suite 1300
Portland, OR 97201

fkn

NOTED ON CARD
8/14/81

VALLEY CONCRETE & GRAVEL CO., INC.

PLANT, FOOT OF C STREET
INDEPENDENCE, OREGON
PHONE 838-0110

P.O. BOX 38
INDEPENDENCE, OREGON 97351
SALEM, 364-9346

PLANT, FOOT OF UGLOW AVE.
DALLAS, OREGON
PHONE, 623-4141

July 30, 1981

Robert W. Gormsen
Commission Services
Department of Transportation
121 Transportation Building
Salem, Or. 97310

Re: Northwest Underground Co.
Con 5 #9251

Dear Mr. Gormsen:

We are still waiting for final payment in full from Northwest Underground Co. in the amount of $4,262.70 including service charges.

We have received no payment since the one on July 21, 1981 of $1,500.00.

Sincerely,

Harold E Pippin (ca)

Harold E. Pippin
General Manager

HEP/ca

cc: Auburn Construction Co.
Northwest Underground Co.

VALLEY CONCRETE & GRAVEL CO., INC.

PLANT, FOOT OF C STREET
INDEPENDENCE, OREGON
PHONE 838-0110

P.O. BOX 38
INDEPENDENCE, OREGON 97351
SALEM, 364-9346

PLANT, FOOT OF UGLOW AVE.
DALLAS, OREGON
PHONE, 623-4141

July 21, 1981

Robert W. Gormsen
Commission Services
Department of Transportation
121 Transportation Building
Salem, Or. 97310

Re: Northwest Underground Co.
Con 5 #9251

Dear Mr. Gormsen:

We have received partial payment of $1,500.00 from Northwest Underground Co. for the Soap Creek Bridge project.

We are asking for the balance of $4,199.70 in full by July 24, 1981.

Sincerely,

Harold E. Pippin
(ca)

Harold E. Pippin
General Manager

HEP/ca

encl. 1

cc: Auburn Construction Co.
Northwest Underground Co.

RECEIVED
JUL 22 1981
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

READY-MIXED CONCRETE CRUSHED GRAVEL SAND-GRAVEL CEMENT FILL MATERIALS

NORTHWEST UNDERGROUND INC.
P. O. BOX 1372
CORVALLIS, OR 97330
COLUMBIA DAILY INCOME COMPANY ACCOUNT

No. 117

July 19, 1981 $\frac{24-12}{1230}$70

PAY TO THE ORDER OF Valley Concrete & Gravel Co., Inc. $ 1500.00

One Thousand Five Hundred and 00/100 DOLLARS

NOT VALID FOR LESS THAN $500.00

PAYABLE THRU
FIRST NATIONAL BANK
OF OREGON
SIXTH & MORRISON BRANCH
PORTLAND, OREGON 97205

Barbara J. Wilson

⑈592551⑈ ⑆123000123⑆070 067000 6⑈

RECEIVED
JUL 22 1981
COMM
DEPARTMENT OF TRANSPORTATION

9251

L.

FORM 734-3001

FIELD ENGINEER'S WEEKLY REPORT

OREGON STATE HIGHWAY DIVISION

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Soap Creek Bridge

WEEK ENDING: July 25, 1981

SECTION PREFIX: 527-1099

HIGHWAY: FAS 515

COUNTY: Polk

NAME OF JOB: Soap Creek Bridge

KIND OF WORK: Structure

CONTRACTOR: Auburn Construction Co.

CONTRACT NUMBER: 9251

FEDERAL AID PROJECT NUMBER: RS-A515(1)

DATE OF CONTRACT: February 17, 1981

DATE WORK STARTED: March 23, 1981

ESTIMATED COMPLETION DATE: September 27, 1981

AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0

SPECIFIED WORK DAYS:

SPECIFIED CALENDAR DAYS: 210

WORK DAYS USED:

CALENDAR DAYS USED: 113

SPECIFIED COMPLETION DATE:

PERCENT OF TIME ELAPSED: 54

PROJECT AUTHORIZATION: $ 207,462.11

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100

EXCLUSIVE OF ENGINEERING: $ 191,011.37

ENGINEERING AUTHORIZATION: $ 16,450.74

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 181,283.98

ENGINEERING COST TO DATE: $ 16,000.00

DATE PROJECT WAS COMPLETED: June 22, 1981

ESTIMATED PERCENT: ~~OVERRUN~~ UNDERRUN 5.1 %

PERCENT OF AUTHORIZATION: 97 %

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
		100					

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)	300 Cu. Yd.				
TOTAL QUANTITIES CORRECTED TO DATE	528				
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	528				
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	10301 A							
PERCENT	100							

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY				
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

ASHE K RECEIVED OM
CAE CA
FOE JUL 27 1981 LE
GCE TC
SCS CONSTRUCTION FE
EEO BRANCH CP

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Semi-Final data delivered to Region Office on Tuesday July 21, 1981.

SIGNED Kenneth D. Karnol LOCATION Albany
for J. M. Martin, Resident Engineer

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED SUBMIT 3 COPIES

SP-F216

9257 51619

L.

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

FILED
JUL 20 1931
NORMA PAULUS
SECRETARY OF STATE

July 17, 1981

IN REPLY REFER TO FILE NO.:

CON 5
#9251

Valley Concrete & Gravel Co., Inc.
P. O. Box 38
Independence, OR 97351

Attention: Harold E. Pippin
General Manager

RECEIVED
JUL 20 1931
NORMA PAULUS
SECRETARY OF STATE

Gentlemen:

This will acknowledge receiving your letter of July 10, 1981, with attached statement in the amount of $5,699.70 for aggregate delivered to Northwest Underground Company for the Soap Creek Bridge.

The letter states this is in reference to the Auburn Construction Company Contract No. 9251 for the Soap Creek Bridge in Polk County.

The Aetna Casualty and Surety Company furnished the bond on this contract. We will advise the surety and the prime contractor of the receipt of this claim. We will also forward it to the Secretary of State for filing.

Please notify this office when payment has been received.

Sincerely,

Robert W. Gormsen

Robert W. Gormsen
COMMISSION SERVICES

jas
cc: Auburn Construction Company
7055 S. W. Mabel
Milwaukie, OR 97222

The Aetna Casualty & Surety Co.
200 Market Bldg., Suite 1500
200 S. W. Market Street
Portland, OR 97201

RECEIVED
JUL 21 1981
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

✓ bc: Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

NOTED ON CARD
7/28/81
jo

VALLEY CONCRETE & GRAVEL CO., INC.

PLANT, FOOT OF C STREET
INDEPENDENCE, OREGON
PHONE 838-0110

P.O. BOX 38
INDEPENDENCE, OREGON 97351
SALEM, 364-9346

PLANT, FOOT OF UGLOW AVE.
DALLAS, OREGON
PHONE, 623-4141

July 10, 1981

Robert Gormsen
Commission Services
121 Transportation Building
Salem, Or. 97310

Re: Soap Creek Bridge Project #9251
Polk County, Oregon

Dear Mr. Gormsen:

To date we have not received payment for aggregate delivered in April and May, 1981 to Northwest Underground Co. for the Soap Creek Bridge job.

The total amount owing is $5,699.70 as shown on the enclosed statement.

We can send you copies of individual invoices if you request them, and appreciate your help in obtaining our payment.

Sincerely,

Harold E. Pippin

Harold E. Pippin
General Manager

HEP/ca
encl. 1

RECEIVED
JUL 13 1981
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

READY-MIXED CONCRETE CRUSHED GRAVEL SAND-GRAVEL CEMENT FILL MATERIALS

STATEMENT

Valley Concrete & Gravel Co., Inc.
READY-MIX CONCRETE - WASHED SAND AND GRAVEL
CRUSHED GRAVEL - RIVER RUN GRAVEL

SALEM, OREGON
PHONE 364-9346

PLANT: FOOT OF C STREET — P.O. BOX 38
INDEPENDENCE, OREGON 97351
PHONE 838-0110 — 838-0111

DALLAS, OREGON
PHONE 623-4141

Northwest Underground Co.
P. O. Box 1372
Corvallis, Or. 97230

TERMS NET: ACCOUNTS THAT ARE 30 DAYS PAST DUE ARE SUBJECT TO MONTHLY SERVICE CHARGES AT 1½% PER MONTH (18% PER YEAR) MINIMUM OF 50¢ PER MONTH. ALL ACCOUNTS DUE 10TH FOLLOWING DATE OF PURCHASE.
PLEASE DETACH AND RETURN THIS STUB WITH YOUR REMITTANCE.

DATE	DESCRIPTION	CHARGES	✓	CREDITS	BALANCE
4/1/81	PREVIOUS BALANCE ▶				-0-
	4/1/81 R2482	281 66			281 66
	4/6/81 R2532	23 08			
	✓ R2549	103 60			
	✓ R2548	792 00			
	✓ R2547	49 50			1249 8
	4/7/81 R2564	495 00			1744 8
	✓ R2546	87 69			1832 5
	✓ D8782	332 48			
	✓ D8781	167 74			2332 7
	4/13/81 R2607	544 50			2877 2
	4/15/81 R2631	94 10			2971 3
	4/15/81 R2633	49 50			3020 8

VALLEY CONCRETE & GRAVEL CO., INC.

PLEASE PAY LAST AMOUNT IN THIS COLUMN

If Balance is PAID IN FULL on or before ______________

a cash discount in the amount of ______________ may be deducted.

7-4946 CENTRAL PRINTING

NCR

RECEIVED
JUL 13 1981
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

STATEMENT

Valley Concrete & Gravel Co., Inc.
READY-MIX CONCRETE - WASHED SAND AND GRAVEL
CRUSHED GRAVEL - RIVER RUN GRAVEL

SALEM, OREGON
PHONE 364-9346

PLANT: FOOT OF C STREET — P.O. BOX 38
INDEPENDENCE, OREGON 97351
PHONE 838-0110 — 838-0111

DALLAS, OREGON
PHONE 623-4141

Northwest Underground Co.
P. O. Box 1372
Corvallis, Or. 97230

TERMS NET: ACCOUNTS THAT ARE 30 DAYS PAST DUE ARE SUBJECT TO MONTHLY SERVICE CHARGES AT 1½% PER MONTH (18% PER YEAR). MINIMUM OF 50¢ PER MONTH. ALL ACCOUNTS DUE 10TH FOLLOWING DATE OF PURCHASE
PLEASE DETACH AND RETURN THIS STUB WITH YOUR REMITTANCE

DATE	DESCRIPTION	CHARGES	✓	CREDITS	BALANCE
	PREVIOUS BALANCE ▶				3,020
4/15/81	Page 2				
	4/15/81 R2646	1188 00			4208 8
	4/16/81 D8910	247 53			4456 3
	5/8/81 R2950	379 75			4836 1
	5/11/81 R2987	180 18			5016 3
	5/18/81 D9314	160 96			
	✓ D9303	238 18			5415 4
	5/21/81 R3169	133 17			5548 6
	5/28/81 SC	66 85			5615 4
	6/28/81 SC	84 23			5699 7

VALLEY CONCRETE & GRAVEL CO., INC.

If Balance is PAID IN FULL on or before ____________
a cash discount in the amount of ____________ may be deducted.

7-4340 CENTRAL PRINTING 838-0881

NCR

RECEIVED
JUL 13 1981
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

STATE COPY

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NUMBER 3-71	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	ate OREGON
PROJECT REPORT NUMBER	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT	County POLK
MODIFICATION NUMBER	3/10/81	Project Number RS-A515(1)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on November 7, 19 81, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 32,200.00	$ 233,500.00
Federal funds	$ 28,380.00	$ 205,826.00
Other revisions		

This modification is made for the following reasons: to include right of way and construction in the agreement.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 10th day of March, 19 81.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By [illegible]

Asst. State Highway Engr.
(Title)

xX For: H.S. Coulter
By

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By [illegible]
(Division Administrator)
For: E.J. Valach (actg.)

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

file

Oregon State Highway Division
Salem, Oregon March 3, 1981

Federal Aid Project
No. RS-A515(1)

Soap Creek Bridge Section
FAS A515 in Polk County

PROJECT AGREEMENT ESTIMATE

Type Code PE

Preliminary Engineering		All Required	$19,500.00

Type Code R/W

Rights of Way		All Required	$ 6,500.00

Type Code X080
Structure, Bridge # 1031A (Sta. 499+10 to Sta. 500+74)

Mobilization		All Required	$ 17,562.00
Temporary Protection and Direction of Traffic		All Required	917.00
Temporary Signs	38 Sq. Ft.	5.50	209.00
Temporary Continuous Rail Traffic Barrier, Reflectorized	50 Lin. Ft.	7.00	350.00
Embankment in Place	300 Cu. Yd.	9.45	2,835.00
Guard Rail in Stockpile		All Required	4,250.00
Loose Riprap, Class 50	130 Cu. Yd.	12.90	1,677.00
Bridge Removal Work		All Required	7,939.00
Structure Excavation	75 Cu. Yd.	6.60	495.00
Furnish Pile Driving Equipment		All Required	11,040.00
Furnish 16 inch Prestressed Concrete Piling	1,495 Lin. Ft.	12.80	19,136.00
Drive Prestressed Concrete Piling	1,198 Lin. Ft.	5.50	6,589.00
Structural Concrete, Class 3300	45 Cu. Yd.	All Required	11,979.00
4'x40'/45' Prestressed Slabs	8 Each	3,332.50	26,660.00
4'x60'/65' Prestressed Slabs	16 Each	3,095.00	49,520.00
Reinforcement	5,700 Lbs.	All Required	2,280.00
Metal Rail with Tubing (Alt. "A")	338 Lin. Ft.	46.00	15,548.00
			$178,986.00

Anticipated Items

Temporary Erosion Control	All Required	$ 100.00
Asphalt Concrete for Roadway	All Required	3,700.00
		$ 3,800.00
	SUBTOTAL	$182,786.00
	Engineering	24,714.00
	TOTAL	$207,500.00

SUMMARY OF FUNDS (88.15%)

Description	Total Cost	Federal Funds	State Funds	County Funds
Preliminary Engineering	$ 19,500.00	$ 17,188.00	$ 1,387.00	$ 925.00
Right-of-way	6,500.00	5,728.00	386.00	386.00
Structure	207,500.00	182,910.00	12,295.00	12,295.00
TOTAL	$233,500.00	$205,826.00	$14,068.00	$13,606.00

Group	1-100%
Contract No.	9251
Prefix	527-1969
Prefix	527-2511
Prefix	527-1099

STATE COPY

OMB No. 04-R2089

2

TO BE COMPLETED BY FHWA

MONTHLY TRANSACTION NO.

12-71

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FEDERAL-AID PROJECT AGREEMENT

11-7-79

Oregon

County: Polk

Project No.: RS-A515(1)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Co. Rd., Approx. 9 mi. S. of Independence

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING	10-26-79	0.03
RIGHTS-OF-WAY	10-26-79	0.03
CONSTRUCTION		

OTHER *(Specify)*

FUNDS Pro Rata 88.15%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 32,200.00	$ 28,380.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Asst. State Highway Engineer
(Title)

XX For: H. S. Coulter

State Highway Engineer
(Title)

By

(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: G. L. Green

Date executed by Division Administrator: NOV 7 1979

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Gen. File

Oregon State Highway Division
Salem, OR October 31, 1979

Federal Aid Project
No. RS-A515(1)

Soap Creek Bridge Section
Independence-Albany County Road
in Polk County

Project Agreement Estimate

Type Code PE
Preliminary Engineering

Preliminary Engineering	All Required	$ 30,200.00
	Total	$ 30,200.00

Type Code ROW Rights-of-Way	All Required	$ 2,000.00
	Total	$ 2,000.00

Length of Project. . . . . 0.03 miles

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds	County Funds
Preliminary Engineering	$ 30,200.00	$ 26,620.00	$ 2,264.00	$ 1,316.00
Right-of-Way	2,000.00	1,760.00	120.00	120.00
Retain in Program Contract Work	298,000.00	262,620.00	17,260.00	17,260.00
Total	$330,200.00	$291,000.00	$20,074.00	$19,126.00

Group 1 - 100%
Prefix 527-1969

9251

January 30, 1981

ACC

Polk County Board of Commissioners
Courthouse
Dallas, Oregon 97338

Attn: Mr. Ralph Blanchard
County Surveyor

Gentlemen:

On January 29, 1981 the Highway Division received a satisfactory bid from Auburn Const. Co., 10630 S.W. Tonqwin Loop Road, Sherwood, Oregon 97140 for the Soap Creek Bridge Section on the Independence-Albany Road, FAS-A515. Based upon the contract's bid the county's advance deposit will be:

Contractor's Bid	$178,986.00
Erosion Control	$ 100.00
AC for Roadway	3,700.00
4 1/2% Contingencies	8,225.37
9% Engineering	16,450.74
TOTAL CONSTRUCTION	$207,462.11
Est. P.E. Costs	19,000.00
Est. R/W Costs	2,000.00
TOTAL PROJECT COSTS	$228,462.11

County's share is 6% of $228,462.11 = $ 13,707.73

By rounding the County's advance deposit would be for $13,700.00.

Rec'd 2/12/81 Informed Region & Steve

We will award the contract when we receive your advance deposit, which should be in this office no later than February 20, 1981.

The attached sheet describes the three options for making your advance deposit. Please select the option you desire and submit your advance deposit according to the instructions.

Very truly yours,

D. E. Swan
Operation Programming Engineer

HR:pf
Attachment

bcc w/AD #857: Region 2 Federal Aid Engineer, Phil Stearns
Vern Skoog - Please return completed AD # 857 when advance deposit is received.

Section Soap Creek Bridge
Programming Estimate $ 246 000
Highway FAS ○ 515
Proj Length
County 9251 Polk
Completion Time 210 Cal. days
Kind of Work [illegible]
Est. Comp. Date
Prefix [illegible]
Letting Date 12/18/80
Project No. RS-A 515(1)

Rec'd from Day 1-19-81

ESTIMATED CONSTRUCTION AUTHORIZATION

ntract Amount . . . . . Alt A $ 226,354.00
Alt B 228,354.00

100

3700

$ 3800

Subtotal	Alt A	$ 230,154
	Alt B	232,154
Contingencies (4-1/2%)	Alt A	10,356.93
	Alt B	10,446.93
Engineering (8, 9, 10%)	Alt A	20,713.86
Subtotal	Alt B	$ 20,893.86
Credit for		
Estimated Net Authorization, Construction	Alt "A"	$ 261,224.79
	Alt "B"	263,494.79

APPROVED

	"A"	
Est. Project Costs	261,224.79	263,494.79
Est. P.E. Costs	19,000.00	19,000.00
Est. R/W Costs	2,000.00	2,000.00
Total	282,224.79	284,494.79
Less Federal Funds (88% of Total)	248,357.82	250,355.42
Remainder	33,866.97	34,139.37
County's share is ½ of Remainder	16,933.49	17,069.69

J. H. Kussling
Road Design Engineer

ROUTING SLIP—DEPT. OF TRANSPORTATION Date: 1-19-81

- Director
- Chief of Operations
- Asst. Dir.-Administration
- Asst. Dir.-Transportation Policy & Program Develop.
- Accounting (Highway)
- Administrative Services
- Chief Counsel
- Commission Services
- Construction
- Data Processing (Trans. Bldg.)
- Employee Development
- Engineering (Design)
- Environmental
- Equipment Shops & Storeroom
- Finance (DOT)
- FHWA
- General Files
- General Services (DOT)
- Information Systems (Lane Ave.)
- Labor Relations
- Landscape
- Library
- Location
- Mail Room
- Maintenance
- Materials & Research
- Motor Vehicles
- Organization & Manpower Services
- Parks & Recreation
- Permits & Weighmaster
- Personnel Operations
- Photocopy
- Proj. Mgmt. & Operations Planning
- Public Affairs
- Public Transit
- Radio
- Right of Way
- Safety & Health Services
- Sign Shop
- State Highway Engineer
- Structures
- Technical Services Engineer
- Traffic Support Services
- Transportation Policy & Program Development
- Travel Information
- Utilities
- Metropolitan
- [✓ Region Number 2]
- District Number

ATTENTION: Phil Stearns

FROM: Proj. Mngt.

COMMENTS: Please inform the county of the increase. Do they wish to proceed? We are to take bids 1-29-81

Form 731-0022 (7/78) SP*70682-734

km

Section Soap Creek Bridge Programming Estimate $ 246 000

Highway FAS # 515 Project Length

County Polk Completion Time 210 Cal. days

Kind of Work Structure Est. Comp. Date

Prefix 577-1969 Letting Date 12/18/80 Project No. RS-A 515(1)

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount . . . . . Alt A $ 226,354.00
Alt B 228,354.00

Anticipated Additional Items:		
Royalty Payment.		
Permit Fees		
Slide Correction		
Railroad Protective Costs		
Other Railroad Costs		
Permanent Signing		
Permanent Pavement Striping.		
Temporary Pavement Striping.		
Remove Pavement Striping (Exist. & Temp.) . . .		
Temporary Erosion Control	100	
State Furnished		
Roadside Seeding & Mulching		$ 3800
Asphalt Cement Adjustment.		
On the Job Trainees		
State Responsibility for Damages		
Signal Controller Testing (Engineering)		
Bikeway Signs		
Furnish Mailbox Posts		
Adjust Utilities:		
Asphalt Concrete for Roadway	3700	

Subtotal Alt A $ 230,154.—
Alt B 232,154

Contingencies (4-1/2%) . . . . Alt A 10,356.93
Alt B 10,446.93

Engineering (~~8~~, 9, 10%) . . . . Alt A 20,713.86
~~Subtotal~~ Alt B $ 20,893.86

~~Credit for~~ . . . .

Estimated Net Authorization, Construction . . . . Alt "A" $ 261,224.79
Alt "B" 263,494.79

APPROVED

J. H. Unsley
Road Design Engineer

	"A"	
Est. Project Costs	261,224.79	263,494.79
Est. RE. Costs	19,000.00	19,000.00
Est. R/w Costs	2,000.00	2,000.00
Total	282,224.79	284,494.79
Less Federal Funds (88% of Total)	248,357.82	250,355.42
Remainder	33,866.97	34,139.37
County's share is ½ of Remainder	16,933.49	17,069.69

OREGON STATE HIGHWAY DIVISION

SUMMARY--BID SCHEDULE--COST ESTIMATE

Sheet 1 of 1

Date

ection Soap Creek Bridge

County Polk

ind Of Work

Length

Name Day

10-31-80

8

lo	Item	Code	Unit	Quant.	Unit Cost	Total
	Mobilization		All	All	(9%)	18,700
	Temporary Protection and Direction of Traffic		All	All	—	750
	Temporary Signs		SqFt	38	6	228
	Temporary Continuous Rail Traffic Barrier, Reflectorized		LinFt	50	6.50	325
	Roadwork					
	Embankment in Place		CuYd	300	10.00	3000
	Guard Rail in Stockpile		All	All	- (WHR) [illegible]	5000.00 3000.00
	Loose Riprap, Class 50		CuYd	130	20.00	2600
	Structure					
	Bridge Removal Work		All	All		14,000
	Structure Excavation		CuYd.	75	12	900
	Furnish Pile Driving Equipment		All	All		12,000
	Furnish 16-inch Prestressed Concrete Piling		LinFt	1495	15	22425
	Drive Prestressed Concrete Piling		LinFt	1198	12	14376
	Structural Concrete, Class 3300 (45 cy @ 300)		All	All		13500
	4' x 40'/45' Prestressed Slabs		Each	8	3400	27,200
	4' x 60'/65' Prestressed Slabs		Each	16	4600	73,600
	Reinforcement (5700lb @ 0.50)		All	All		2550
	Alternate "A" Metal Bridge Railing		LinFt	338	50	16900
	Alternate "B"					
	Three Beam Railing		LinFt	338	50	16,900

```
TOTAL TO DATE JOB COST SUMMARY                                                   DECEMBER 1980         PAGE  769
                                                                                       FISCAL           GRAND TOTAL
DESCRIPTION OF JOB OR DEPARTMENT        PREFIX       FUNCTION   GR  CURRENT MONTH   YEAR TO DATE         TO DATE
                                    527     1947       926      00 P 1                                  4,196.65
                                    527     1947       950      00 P 1                                  1,132.85
                                                       TOT      P1                                     40,092.68
                                                       TOT      N1                                        100.00
                                                   ** JOB TOTALS **             **              **     40,192.68  **

                                                                                                                STATE
   SPTC XING @ROGERS ROAD           CONT NO        FA PROJ NOS RRS 557002 100
                                    527     1968       905      00 P 1                                     71.40
                                                       TOT      P1                                         71.40
                                                   ** JOB TOTALS **             **              **         71.40  **

                                                                                                                STATE
   SOAP CREEK BRIDGE                CONT NO        FA PROJ NOS RS  515001 100
                                    527     1969       296      00 N 9   1,138.69CR      4,331.04CR    16,426.99CR
                                    527     1969       298      00 N 9   1,138.69        4,331.04      16,426.99
                                    527     1969       901      00 P 1                      92.03       5,839.44
                                    527     1969       905      00 P 1      36.00          567.00       1,882.30
                                    527     1969       906      00 P 1                   1,827.16CR       541.05
                                    527     1969       909      00 P 1                                    669.36
                                    527     1969       910      00 P 1                       1.21         725.71
                                    527     1969       911      00 P 1                                    180.50
                                    527     1969       913      00 P 1                                     34.27
                                    527     1969       914      00 P 1                                     20.33
                                    527     1969       918      00 P 1                                  1,712.99
                                    527     1969       920      00 P 1                      92.74         106.81
                                    527     1969       921      00 P 1     377.48        1,026.73       1,026.73
                                    527     1969       922      00 P 1                       6.23          50.72
                                    527     1969       923      00 P 1      46.32          179.22         245.65
                                    527     1969       926      00 P 1       2.65          498.90       2,509.23
                                    527     1969       927      00 P 1                   3,008.83       3,148.89
                                                       TOT      P1         462.45        3,645.73      18,693.98
                                                   ** JOB TOTALS **        462.45  **    3,645.73  **  18,693.98  **

                                                                                                                STATE
   HAY CAN CR (MONKLAND) BR         CONT NO        FA PROJ NOS RS  443001 100
                                    528     1961       296      00 N 9   1,949.45CR      7,128.60CR    11,798.24CR
                                    528     1961       298      00 N 9   1,949.45        7,128.60      11,798.24
                                    528     1961       901      00 P 1                     468.68       4,990.02
                                    528     1961       905      00 P 1     279.84        2,121.26       2,121.26
                                    528     1961       906      00 P 1                       2.06           2.06
                                    528     1961       909      00 P 1                     439.36         439.36
                                    528     1961       913      00 P 1                      19.37          19.37
                                    528     1961       914      00 P 1                        .90            .90
                                    528     1961       918      00 P 1                     853.00         853.00
                                    528     1961       920      00 P 1                                     14.07
                                    528     1961       921      00 P 1     152.56          228.84         228.84
                                    528     1961       922      00 P 1                      26.83          26.83
                                    528     1961       923      00 P 1                      26.58          26.58
```

9251

OREGON STATE HIGHWAY DIVISION
117 DOT Building
Salem, Oregon 97310

12-11-80

Highway# 527
Prefix 527-1969

Attention: Right-of-Way Section

Subject: Federal Aid Project No.
Project Name Soap Creek Bridge
Independence - Albany Road

Regarding the above referred to federal aid project, we hereby certify that to the best of our knowledge and belief:

A. Existing Right-of-Way

☐ 1. All construction can be accomplished completely within the existing right-of-way. This existing right-of-way was acquired prior to January 2, 1971.

B. New Right-of-Way

☒ 1. This project required additional right-of-way purchased after January 2, 1971. Right-of-way, easements, or rights-of-entry required for this project have been secured in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, and all incidental charges related to the transfer of property will be paid by the county in accordance with said Act.

☒ a. There has been no displacement of persons from residences, farms or businesses.

OR

☐ b. There has been displacement of persons from either residences, farms or businesses and in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, displaced persons, businesses, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals or families have been relocated to decent, safe and sanitary housing or have been offered decent, safe, sanitary and fair housing immediately available on the open market.

C. Utilities

☒ 1. The occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to federal aid project have been authorized by permit, franchise, or other approved procedure.

Signed at __________, Oregon, this ____ day of ________, 19__

Right of Way was acquired by OSHD staff.

County of __________

Certified By:

Regional Right-of-Way Supervisor
Date 12/11/80

____
County Judge/Chairman

____
Commissioner

____
Commissioner

Instructions: Complete A or B and C.
R/W File No. ______
Rev. 1/76

9251

11-18-80

6

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. S-A515(1)

STATE PROJECT NO. See below

COUNTY NAME Polk

PROGRAM NO.

ITEM NO. 00003

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

FROM:
G. L. Green, Division Administrator
FHWA - Oregon Division

TO:
Mr. H. S. Coulter
State Highway Engineer
State Of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
NOV 24 '80
REFER TO Maehring
FOR
Info Inves R/D D/R Sign Act File

11-24
orig

DATE PS&E APPROVED 11/18/80

DATE AUTHORIZATION EFFECTIVE 11/18/80

FEDERAL ROUTE NUMBER Secondary A515

STATE ROUTE NUMBER County Road

GENERAL LOCATION:
Soap Creek Bridge Section

GENERAL DESCRIPTION OF WORK:
Structure

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☒ OTHER (Specify) See Below

☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's letter of 10/29/80 you are now authorized to proceed with actions necessary to advance the physical construction provided for by the above project at a total estimated cost of $206,000 Federal Funds $181,585 in accordance with the approved Certification Acceptance Plan. If you subsequently find that exceptions to the procedure will be needed or that your proposed design standards are lower than the minimum design as approved, this office should be notified of such proposed exceptions and reasons thereof.

DATE 11/18/80

SIGNATURE OF APPROVING OFFICIAL G K Hossner

TITLE for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1975-631-858

9251

Section Soap Cr[illegible] Bridge Programming Estimate $

Highway FAS A 515 Project Length

County Polk Completion Time 210 Cal. days

Kind of Work Structure Est. Comp. Date

Prefix 527-1969 Letting Date 12/18/80 Project No. RS-A515(1)

ESTIMATED CONSTRUCTION AUTHORIZATION

ontract Amount . . . . $ 213,274.00

ROUTING SLIP—DEPT. OF TRANSPORTATION Date: 11-3-80

Director
Chief of Operations
Asst. Dir.-Administration
Asst. Dir.-Transportation Policy & Program Develop.
Accounting (Highway)
Administrative Services
Chief Counsel
Commission Services
Construction
Data Processing (Trans. Bldg.)
Employee Development
Engineering (Design)
Environmental
Equipment Shops & Storeroom
Finance (DOT)
FHWA

General Files
General Services (DOT)
Information Systems (Lens Ave.)
Labor Relations
Landscape
Library
Location
Mail Room
Maintenance
Materials & Research
Motor Vehicles
Organization & Manpower Services
Parks & Recreation
Permits & Weighmaster
Personnel Operations
Photocopy
Proj. Mgmt. & Operations Planning

Public Affairs
Public Transit
Radio
Right of Way
Safety & Health Services
Sign Shop
State Highway Engineer
Structures
Technical Services Engineer
Traffic Support Services
Transportation Policy & Program Development
Travel Information
Utilities
Metropolitan
Region Number 2
District Number

ATTENTION: Phil Stearns

FROM: Proj. Mngt.

COMMENTS: Please inform the county

Form 731-0022 (7/78) SP*70682-734

100

3700

$ 3800

11-13-80 Phil Stearns 6 OK by County

Subtotal $ 217,074.—

Contingencies (4-1/2%) 9,768.33

Engineering (~~8~~, 9, ~~10~~%) 19,536.66

~~Subtotal~~ $

~~Credit for~~ . . . .

Estimated Net Authorization, Construction . . . . $ 246,378.99 ✓

APPROVED

Est. P.E. Costs	18,000.00
Est. R/w Costs	2,000.00
Est. Project Cost	$266,378.99
Less Federal Funds (88% of 266,378.99)	234,413.51
	31,965.48

Est County share 1/2 of * which is 15,982.74

Road Design Engineer

Section Soap Cr k Bridge Program ng Estimate $

Highway FAS A 515 Project Length

County Polk Completion Time 210 Cal. days

Kind of Work structure Est. Comp. Date

Prefix 527-1969 Letting Date 12/18/80 Project No. RS-A515(1)

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount		$ 213,274.00
Anticipated Additional Items:		
Royalty Payment		
Permit Fees		
Slide Correction		
Railroad Protective Costs		
Other Railroad Costs		
Permanent Signing		
Permanent Pavement Striping		
Temporary Pavement Striping		
Remove Pavement Striping (Exist. & Temp.)		
Temporary Erosion Control	100	
State Furnished		
Roadside Seeding & Mulching		$ 3800
Asphalt Cement Adjustment		
On the Job Trainees		
State Responsibility for Damages		
Signal Controller Testing (Engineering)		
Bikeway Signs		
Furnish Mailbox Posts		
Adjust Utilities:		
Asphalt Concrete for Roadway	3700	
Subtotal		$ 217,074
Contingencies (4-1/2%)		9,768.33
Engineering (~~8~~, 9, ~~10~~%)		19,536.66
~~Subtotal~~		$
~~Credit for~~		
Estimated Net Authorization, Construction		$ 246,378.99
Est. P.E. Costs		18,000.00
Est. R/w Costs		2,000.00
Est. Project Cost		$266,378.99
Less Federal Funds (88% of 266,378.99)		234,413.51
		31,965.48

APPROVED

Est County share is ½ of which is 15,982.74

Road Design Engineer

GON STATE HIGHWAY DIVISION

SUMMARY--BID SCHEDULE--[✓ COST ESTIMATE]

Sheet 1 of 1

Date

Section Soap Creek Bridge

County Polk

Kind Of Work

Length

Name Day

10-31-80

8

No	Item	Code	Unit	Quant.	Unit Cost	Total
	Mobilization		All	All	(9%)	17600
	Temporary Protection and Direction of Traffic		All	All	—	750
	Temporary Signs		SqFt	38	6 –	228
	Temporary Continuous Rail Traffic Barrier, Reflectorized		LinFt	50	6^{50}	325
	Roadwork					
	Embankment in Place		CuYd	300	10^{00}	3000
	Guard Rail in Stockpile		All	All	–	3000^{00}
	Loose Riprap, Class 50		CuYd	130	20^{00}	2600
	Structures					
	Bridge Removal Work		All	All		14,000
	Structure Excavation		CuYd.	75	12	900
	Furnish Pile Driving Equipment		All	All		12,000
	Furnish 16-inch Prestressed Concrete Piling		LinFt	1495	15	22425
	Drive Prestressed Concrete Piling		LinFt	1198	12	2396
	Structural Concrete, Class 3300 (45cy @ $300)		All	All		13500
	4'x 40'/45' Prestressed Slabs		Each	8	3400	27,200
	4'x 60'/65' Prestressed Slabs		Each	16	4600	73,600
	Reinforcement (5700lb @ 0^{50})		All	All		2850
	Metal Rail with Tubing		LinFt	338	50	16900

GON STATE HIGHWAY DIVISION

SUMMARY--BID SCHEDULE--[✓ COST ESTIMATE]

Sheet 1 of 1

Date

Section Soap Creek Bridge

County Polk -

Kind Of Work

Length

Name Day

10-31-80

8

No	Item	Code	Unit	Quant.	Unit Cost	Total
	Mobilization		All	All	(9%)	17600 —
	Temporary Protection and Direction of Traffic		All	All	—	750 —
	Temporary Signs		Sq Ft	38	6 —	228
	Temporary Continuous Rail Traffic Barrier, Reflectorized		Lin Ft	50	6^{50}	325
	Roadwork					
	Embankment in place		Cu Yd	300	10^{00}	3000
	Guard Rail in Stockpile		All	All	-	3000^{00}
	Loose Riprap, Class 50		Cu Yd	130	20^{00}	2600
	Structure					
	Bridge Removal Work		All	All		14,000
	Structure Excavation		Cu Yd.	75	12	900
	Furnish Pile Driving Equipment		All	All		12,000
	Furnish 16-inch Prestressed Concrete Piling		Lin Ft	1495	15	22425
	Drive Prestressed Concrete Piling		Lin Ft	1198	12	2396
	Structural Concrete, Class 3300 (45cy@ $300)		All	All		13500
	4'x 40'/45' Prestressed Slabs		Each	8	3400	27,200
-	4'x 60'/65' Prestressed slabs		Each	16	4600	73,600
	Reinforcement (5700lb @ 0^{50})		All	All		2850
	Metal Rail with Tubing		Lin Ft	338	50	16900

9257

2.

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

October 29, 1980

In Reply Refer to
File No.: PRO 6-2

TO G. L. Green, Division Administrator
Federal Highway Administration

Original Signed By
D. E. Swan

FROM D. E. Swan
Operation Programming Engineer

SUBJECT Construction Obligation
Item No. 00003
Project No. RS-A515(1)
Soap Creek Bridge Section
Polk County

I request authorization to proceed with actions necessary to advance the physical construction profided for by the project at an estimated total cost of $206,000, with an obligation of $181,585 in Federal Funds.

DRH:sr

cc: C. O. Fredrickson(Region 2)
✓ General Files

Form 734-3122

2- 9251

9-80

```
                                                                                                  STATE
SPTC XING & ROGERS ROAD   CONT NO      FA PROJ NOS RRS 557002 100
                            527   1968     905     00 P 1                                  71.40
                                           TOT        P1                                   71.40
                                         ** JOB TOTALS **              **            **    71.40  **

                                                                                                  STATE
SOAP CREEK BRIDGE         CONT NO      FA PROJ NOS RS  5 5001 100
                            527   1969     296     00 N 9     334.91CR     2,794.35CR    14,890.30CR
                            527   1969     298     00 N 9     334.91       2,794.35      14,890.30
                            527   1969     901     00 P 1      10.00          92.03       5,839.44
                            527   1969     905     00 P 1                    139.94       1,455.24
                            527   1969     906     00 P 1                  1,128.90       3,497.11
                            527   1969     909     00 P 1                                   669.36
                            527   1969     910     00 P 1       1.21           1.21         725.71
                            527   1969     911     00 P 1                                   180.50
                            527   1969     913     00 P 1                                    34.27
                            527   1969     914     00 P 1                                    20.33
                            527   1969     918     00 P 1                                 1,712.99
                            527   1969     920     00 P 1                                    14.07
                            527   1969     921     00 P 1                    149.60         149.60
                            527   1969     922     00 P 1                      4.13          48.62
                            527   1969     923     00 P 1                    132.90         199.33
                            527   1969     926     00 P 1     290.00         496.25       2,506.58
                            527   1969     927     00 P 1                                   140.06
                                           TOT        P1      301.21       2,144.96      17,193.21
                                         ** JOB TOTALS **     301.21  **   2,144.96  **  17,193.21  **

                                                                                                  STATE
 HAY CAN CR (MONKLAND) BR  CONT NO      FA PROJ NOS RS  443001 100
                            528   1961     296     00 N 9   1,998.05CR     3,722.71CR     8,392.35CR


                                                          SEPTEMBER 1980      PAGE  722
TOTAL TO DATE JOB COST SUMMARY
                                                                 FISCAL       GRAND TOTAL
DESCRIPTION OF JOB OR DEPARTMENT   PREFIX     FUNCTION   GR  CURRENT MONTH   YEAR TO DATE    TO DATE
                                  528   1961     298     00 N 9   1,998.05      3,722.71      8,392.35
                                  528   1961     901     00 P 1      78.62        432.34      4,953.68
                                  528   1961     905     00 P 1        .90      1,113.99      1,113.99
                                  528   1961     906     00 P 1                     2.06          2.06
                                  528   1961     909     00 P 1      66.84        439.36        439.36
                                  528   1961     913     00 P 1      19.37         19.37         19.37
                                  528   1961     914     00 P 1        .90           .90           .90
                                  528   1961     918     00 P 1                   834.99        834.99
                                  528   1961     920     00 P 1                                  14.07
                                  528   1961     923     00 P 1      26.58         26.58         26.58
                                  528   1961     926     00 P 1     375.11        480.21      1,571.21
                                  528   1961     927     00 P 1     286.88      1,399.52      1,399.52
                                                 TOT        P1      855.20      4,749.32     10,375.73
                                               ** JOB TOTALS **     855.20  **  4,749.32  ** 10,375.73  **
```

9257 Form FHWA 121 (1/80) 2.

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

THE OREGON DIVISION - SALEM
UNITED STATES GOVERNMENT

memorandum

Subject: Oregon Project FAS - A515
Soap Creek (Albany-Independence Road)
Polk County

Date: August 27, 1980

From: G. L. Green, Division Administrator

Reply to Attn. of: HFO.2/OR

To: H. S. Coulter, State Highway Engineer

Mr. Swan's July 22, 1980 letter on the subject project proposed Federal participation in the purchase of material to be used to pave the road approaches (to ROW line) which was a part of the right of way agreements.

As the quanity of material is relatively small and could be purchased as a part of the quanity purchased by the county for the bridge approaches, we concur and agree to Federal participation in the cost of such material.

G.K. Hossner
for G. L. Green

RECEIVED
STATE HWY ENGR
AUG 28 '80
REFER TO
FOR
Info Inves R/D D/R Sign Act File

8/29
cy

R

9251

July 22, 1980

ROW

TO: G. L. Green, Division Administrator
Federal Highway Administration

FROM: D. E. Swan
Operation Programming Engineer

SUBJECT: Soap Creek (Albany-Independence Road) Br. Section
FAS A515
Polk County

The Federal participation on this project was to be for the structure only. The approaches were to be by the County at their own expense.

However, as part of the right-of-way settlement, the approach for each individual property owner is to be paved to the right-of-way line. The County is asking that the cost of the material to make these approaches be included in the project cost. The County will purchase this material along with the material for paving the bridge approaches.

We feel this is in the public interest and your concurrence is requested.

HR:pf
Cliff Laux

9251

STATE OF OREGON **INTEROFFICE MEMO**

TO: Mr. C. O. Fredrickson
Region 2 Engineer

DATE: July 1, 1980

DES 23
Br 10301A

FROM: J. E. Backstrand
Supervising Structural
Design Engineer

SUBJECT:
Soap Creek Bridge
Soap Creek Bridge Section
Albany-Independence Road (FAS A515)
Polk County
Bridge 10301A

Enclosed are two reduced prints of drawings 22371 and 22372 which are the advance detail drawings for the subject structure.

Our present estimate of costs for the proposed contract is as follows:

Grading	Not included
Structure	$207,100
Engineering and Contingencies	41,400
TOTAL	$248,500

It is planned to call for bids on this section in January 1981.

Please make a field review and return one set by July 15, 1980 with your comments and/or corrections noted thereon.

GCP:dh
Enclosures

cc C.G.Swenson, Polk County Engineer /w/ 2 sets
H. A. Schell /w/ 2 sets
Specs Unit /w/ 1 set plus estimate sheet (unchecked) and designer's notes.
Construction /w/ 1 set encl.
Utility Unit /w/ 1 set encls.
County-City Unit
Engineering /w/ 1 set encls.
J. M. Martin /w/ 1 set encls.

Contains Recycled Materials

9251

PLANS AND SPECIFICATIONS REVIEW CHECKLIST

Polk

Project: Soap Cr. Br.

Date Sent to Resident: 5/22/80 Date to be Received by Region: 6-18-80

Plans or Specifications sent to: Gerald Wimer Resident: Gottfried

Resident Engineer Comments: I have observed the site and discussed the project with Ralph Blanchard, Polk County, and find no problems. The county has requested the structure be moved by 6 ft. to better accomodate the equipment road under south end. This is being done by design.

I certify that I have reviewed these plans and specifications and that an adequate review has been conducted subject to review of Region Office Staff.

Signed Charles J. Hemenway For Art Gottfried
Resident Engineer

Region Office Staff Comments: (Use separate sheet if necessary)

Region Location Engineer:

REFERRED TO gnf
[illegible]
Beard
Cole
[illegible]
Lee
Dorn
Due
Return Discuss Do File Copy
BY FINAL DESIGN ENGINEER

Region Traffic Engineer:

Region Bridge Engineer:

1 Versteeg ✓
Anderson
2 Christensen
Olson
Sullivan
Terpin
Trout
Wakerlig

RECEIVED
JUN 19 1980
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring Up / /
Action

Region Federal Aid Engineer:

cc DC Christensen w/Gottfried's 6-16-80 letter & signing plan

Region Construction Engineer: Please modify grading plans per attached 6-16-80 letter and traffic signing plan from Art Gottfried. It includes items requested by County in their 2 June 4 letters approving plans. Understand grading plans now revised to reflect structure shift noted above.

Signed G Wimer
Region Construction Engineer

Date Sent to Specification or Design:
6/18/80

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE: CON 5

INTER-OFFICE CORRESPONDENCE
Salem, Oregon 97310
June 16, 1980

Art Gottfried

FROM: Art Gottfried
Resident Engineer

TO: Gerald Wimer
Region Construction Engineer

SUBJECT: Soap Creek Bridge Section
Independence-Albany Road
Polk County

Plans In Hand Review

A plans in hand review was made at the Soap Creek Bridge, FAS-A515 (Independence-Albany Rd.) highway in Polk County.

The following people were there: Gerald Wimer, Carl Williams & Art Gottfried Highway; Bill Kappas and Karen Sides Federal Highway; Clarence Swinson, John Gorman and Ralph Blanchard Polk County.

We reviewed the plans and inspected the site and came up with the following recommendations:

1. The road is to be closed and the traffic detoured.

2. The County will furnish and install the detour signs and barricades (see attached sheet).

3. The contractor will furnish and install the construction signs and barriers (see attached sketch).

3r. * 4. The contractor will remove the two existing center concrete columns that now support the south end of the steel truss.

* 5. The two existing end abutments can be left in place.

6. The contractor will furnish and install a granular fill at each end of the structure which will include the fill under the end caps, the slope under the structure and a slope on line past the end of the structure approximately 10 feet.

7. The contractor will dig the toe trench, furnish and install the filter blanket and riprap under the structure.

* 8. The contractor will furnish the guardrail, posts and hardware and stock pile them at the Polk County Shops.

9. Contractor to clear for above described work and for the new structure.

10 ~~9~~. All remaining work will be done in accordance with items 1 thru 9 of sheet 3 of the plans.

AAG/rdf
cc: File

* Also see 2 June 4 letters from C. Ralph Blanchard Co Surveyor & Asst Roadmaster requesting these items.

9251

FAS A515

ENVIRONMENTAL REVIEW CHECKLIST

ALL CLEAR 12/30/80
Donald L Rust

John

Jan 29, 1981
~~Dec. 18, 1980~~ Bid Letting ______ All Clear Deadline

SECTION Soap Creek Bridge
Highway FAS A515, Independence-Albany Hwy.
County Polk Region 2
Type of Work Structure Funds FAS-C
State ___ Consultant ___ Plans Avail. ___ Yes ___ No

~~DSE~~
~~Noise statewide~~

	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR
DOCUMENTS:					
EIS	☒	☐	☐	☐	☐
Negative Declaration	☒	☐	☐	☐	☐
Project Assessment	☐	☒	☐	☐	☒
Write-off Letter	☒	☐	☐	☐	☐
PERMITS:					
Division of State Lands	☐	☒	☐	☐	☒
D.O.G.M.I.	☒	☐	☐	☐	☐
Corps of Engineers	☐	☒	☐	☐	☒
Coast Guard	☒	☐	☐	☐	☐
Co. Conditional Use	☒	☐	☐	☐	☐
NPS Air Pollution	☒	☐	☐	☐	☐
NPS Water Pollution	☒	☐	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐
CULTURAL:					
Cultural Survey	☐	☒	☐	☐	☒
Cultural Salvage	☒	☐	☐	☐	☐
NOISE:					
Noise Study	☐	☒	☐	☐	☒

9251

STATE OF OREGON

INTEROFFICE MEMO

TO: Mr. C. O. Fredrickson
Region 2 Engineer
Attn. Phillip O. Stearns

DATE: May 22, 1980

DES 23
Br. 10301-A

FROM: J. E. Backstrand
Supervising Structural
Design Engineer

SUBJECT: Soap Creek Bridge
Soap Cr.Br. Section
Albany-Independence Road (FAS A515)
Polk County
Bridge 10301A

Enclosed are four reduced prints of drawings 35267 and 35213 which are the preliminary plan and elevation and vicinity map for the subject structure.

Our present estimate of costs for the proposed contract is -

Structure (incl. removal of old bridge and traffic maint.	$207,100
Engr. & Contingencies	41,400
TOTAL	$248,500

Please use these prints to obtain the approval of the county and return one set of prints to this office as soon as possible with the appropriate approval stamped thereon.

It is planned to call for bids on this project in January 1981.

GCP:dh
Enclosures

cc H. A. Schell /w/ 1 set encls.
Engineering /w/ 1 set encls.
County-City /w/ 1 set encls.
Environment (M.Banks) /w/ 1 set encls.

Contains
Recycled
Materials
81-125-1387

HAV

Rp

SP*75683-1

9251

STATE OF OREG N
LOCATION SECTION

INTER ICE MEMO

LOC 8

TO: FILE

DATE: April 23, 1980

Gene M Finley

FROM: Gene M. Finley
Hydraulics Specialist

SUBJECT: Soap Creek Bridge
Albany-Independence Road (FAS A515)
Polk County

The proposed project will replace an existing 100-foot Pratt truss and its 44-foot approach span on the same alignment.

HYDROLOGY

Soap Creek is an east-west tributary of the Luckiamute River and drains an area of approximately 47 square miles above the proposed bridge site. Forty-four years of stream gage data are available from Gages 14-1895 (drainage area = 34.3 square miles) and 14-1905 (drainage area = 240 square miles) located on the Luckiamute River near Hoskins and Helmick State Park, respectively, in a similar type watershed. The recurrence interval vs. peak discharge relationship listed below was interpolated from a statistical analysis of this data, using a Log-Pearson Type III distribution.

Recurrence Interval	Peak Discharge
100-year	7,200 cfs
50-year	6,550 cfs
25-year	5,650 cfs
10-year	5,000 cfs
5-year	4,300 cfs

Photographs dated December 4, 1975 of the structure show an inundated right-of-way fence adjacent to and downstream from the bridge. Field measurements along this fence indicate that the high water elevation for this flood was approximately 182.4 feet (MSL). It is estimated this high water represented the two-year flood with a peak discharge of 3,080 cfs.

The largest recorded flood occurred December, 1964, and is estimated to have been an 80-year flood based on available data from the two gages mentioned earlier in the report. It is estimated that the 80-year flood has a peak discharge of 6,850 cfs at the bridge site. The field-measured high water elevation of 189.5 feet (MSL) was assumed to be from the 1964 flood.

H N

DMH

High water at the bridge site is also caused from backwater of the Luckiamute and Willamette Rivers.

HYDRAULIC DESIGN

The 80-year flood of 6,850 cfs was chosen as the design flood, with an estimated design high water elevation of 189.5 feet (MSL).

A three-span prestressed slab structure with 1.5:1 end slopes was assumed as the replacement bridge. It was determined that a 156-foot structure along the center line with a 60-foot center span and a normal waterway opening of 1,800+ square feet will create a design high water elevation of 189.6 feet (MSL) which includes 0.1-foot of backwater. It is recommended that the piers and abutments of the proposed structure be skewed 64° from the centerline. Average velocity through the structure would be 3.8 fps.

The following tabulation compares the high water elevations along the upstream embankments for the existing and proposed structures:

	Backwater Elevation 80-Year Flood	Backwater Elevation 100-Year Flood
Existing Structure	189.5 feet (MSL)	190.0 feet (MSL)
Proposed Structure	189.6 feet (MSL)	190.2 feet (MSL)

Mr. Jim Dixon, Region II Right-of-Way Agent, determined (from the user) that an opening 13 feet wide by 9 feet high would be required for a cattle and equipment access under the south end of the proposed structure. To maintain this opening without increasing the length of the bridge, a gabion wall as shown on the attached drawing is suggested.

Mr. Ed Welsh, Region II Environmentalist, indicated that it would not be necessary to raise the cattle pass above high water. At present, cattle are not fenced away from Soap Creek. However, to maintain the existing flooding frequency of the equipment and cattle access, it may be necessary to raise the ground level of the proposed access.

RIPRAP

It is suggested that the fill slopes be protected with a one-foot blanket of Class 50 loose riprap. A filter blanket will not be required.

GMF:Ja

cc/att. Frank Terpin
Walt Hart
J. Davis
D. Christensen
H. Schell, FHWA
D. Harwell ✓
C. Fredrickson

PROJECT MANAGEMENT BRANCH
ASHE ☐ STE ☐
PLE ☐ RE ☐ [✓ PRE ☐]
APR 28 1980
REFERRED TO ____________
FOR ____________
FILE; PM FA LG.

HYDRAULIC DATA

	DESIGN FLOOD	INTERMEDIATE REGIONAL FLOOD	MAXIMUM FLOOD YEAR (1964)
Discharge - cfs	6850	7200	6850
Discharge - m^3/s			
Frequency - yrs.	80	100	80
H.W. Elevation Natural Channel ft.	189.5	190.1	189.5
H.W. Elevation Natural Channel m.			
H.W. Elevation Channel Change ft.			
H.W. Elevation Channel Change m.			
Average Velocity - fps	3.8	3.8	3.8
Average Velocity - mps			

NOTE FOR A CANAL: "DESIGN FLOOD" = Design Flow
"Discharge" = Capacity

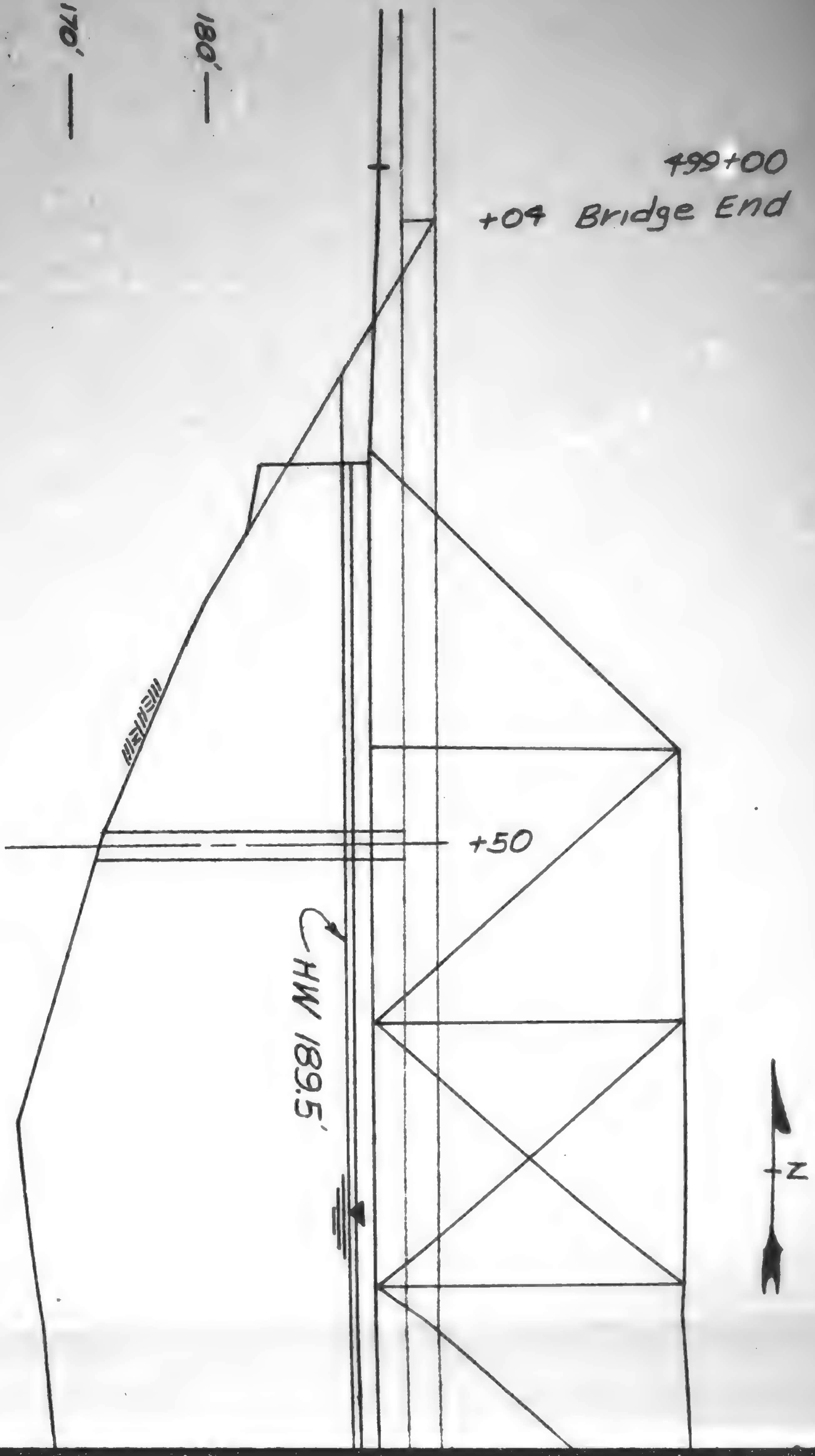
REMARKS:

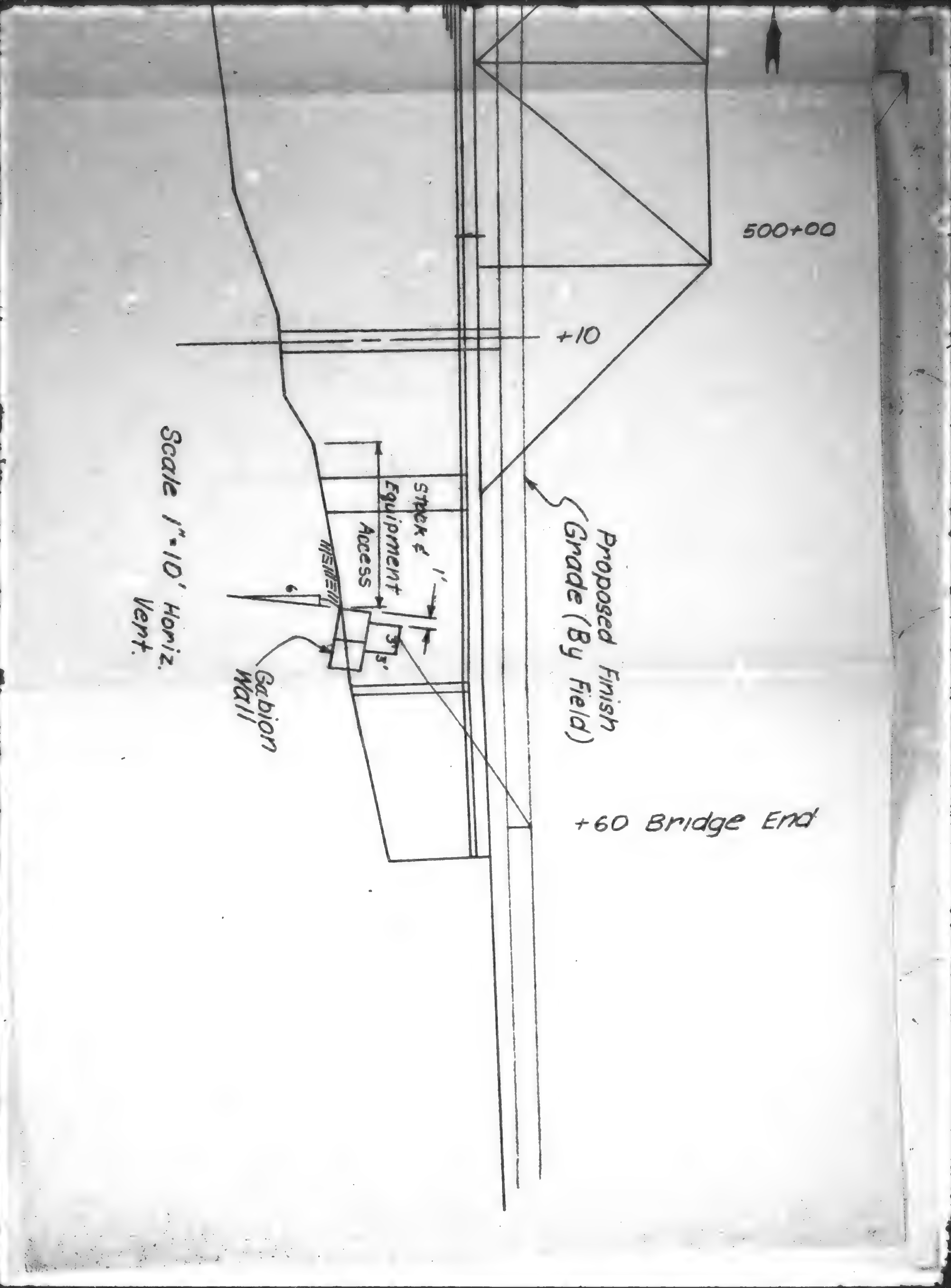
OREGON STATE HIGHWAY DIVISION
HYDRAULICS UNIT

SOAP CREEK BRIDGE
ALBANY-INDEPENDENCE ROAD (FAS A515)
POLK COUNTY

COMPILED BY: GENE M. FINLEY

DATE: APRIL 23,1980


170'
180'
499+00
+04 Bridge End
+50
HW 189.5'
N


500+00
+10
Proposed Finish Grade (By Field)
Stock & Equipment Access
1'
3'
3'
Gabion Wall
Scale 1"=10' Horiz. Vert.
+60 Bridge End

9257

6

files

AGR
INTEROFFICE MEMO

STATE OF OREGON

Highway Division
DEPT

TELEPHONE

TO: J. W. Dixon
Region 2 R/W Supervisor

DATE: April 2, 1980

FROM: Adele L. Egan
Right of Way Office Unit Supv.

SUBJECT:

Services Agreement 155
Soap Cr. Br. Section
Independence-Albany Highway
Polk County

MISC. CONTRACTS and
AGREEMENTS No. 7086

Attached is an original copy for the County and a copy for your files of Right of Way Services Agreement #155.

The project will be programmed.

AE
mp
Attach.

cc: Comm. Serv., w/orig.
C. O. Fredrickson, w/c
Local Gov't Programs, w/c
Finance, w/c
Description, w/c
Title, w/c

approved by
Boyd 4/1/80
on report
(2)

9251

527-1969

3-10-80

Soap Creek Bridge
Independence Road
Polk County

PREFACE TO LOCATION NATTATIVE

This location was complete and ready to send in when Polk County's letter of February 14, copy attached, was received. We had no prior notice that the grading, surfacing and related items were to be done by county forces.

I have discussed each item with Mr. Clarence Swenson, Polk County Engineer, and he confirms it is the Count's desire to do the work.

Rather than rewrite the cost estimate we have marked the affected items with asteriks.

Also, please note the county's wishes with regard to the steel floor beams and stringers.

J. M. Martin
Resident Engineer

9251

527-1969

2-80

SOAP CREEK BRIDGE

ALBANY - INDEPENDENCE HWY.

POLK COUNTY

LOCATION NARRATIVE

History

This survey was authorized September 11, 1979, for the purpose of obtaining field data for plans and specifications for the replacement of the 18' x 150' steel truss bridge over Soap Creek with a suitable new structure. In 1975, Polk County did a location survey for the replacement of this bridge, and some of the data from that survey is used in this location survey.

Project Termini

This project begins at station 492+00 and terminates at station 503+00. The existing roadway is to be overlaid and widened from station 492+00 to station 503+00. The existing structure is to be removed and a new structure is to be constructed, with guard rail runs to be constructed at the bridge ends. Total length of project is 0.2 miles.

Temporary Protection and Direction of Traffic

Because there will be no change in horizontal alignment the highway will be closed to through traffic. North-bound traffic will be rerouted to Buena Vista Road. South-bound traffic will be rerouted to Highway 99W via Suver Road. Access will be maintained to homes and farms within the detour area. A detailed signing and detour plan is included with this location survey.

Utility Conflicts

One Pacific Northwest Bell telephone pole 29' Rt. of station 501+87 will have to be moved. There is an underground telephone cable in the area owned by Pacific Northwest Bell which will have to be moved. A 6" gas line belonging to Northwest Natural Gas Co., runs through the project and is hung from the underside of the existing bridge. This gas line will be in conflict with the proposed construction, and will have to be moved.

Right of Way

The existing right of way is defined as being 60' wide, centered on the D. L. C. line, which is not the centerline of the roadway or the "L" line. This project will require the acquistion of approximately 0.18 acres of additional right of way. This land is roughly 50% brush and 50% pasture land. A parcel containing approximately 0.02 acres will have to be acquired from Robert A.

and Ruth A. Grimps, and 2 parcels containing a total of approximately 0.16 acres will have to be acquired from Walter P. & Lavern W. Leppin.

At present, there is an access road for cattle and equipment under the south end of the existing bridge. The proposed structure should be designed to maintain that access.

Horizontal Alignment

Coordinates for this project are adjusted Oregon Grid North Zone. Coordinates were derived from ties between existing centerline stationing and the Southeast corner of Amon Pyburn's D. L. C. # 67, and an angular tie to the concrete monument referencing the Benton-Polk County line. Both the South East corner of Amon Pyburns D. L. C. #67 and the concrete monument were tied in an earlier county survey which also ties the Northeast corner of Amon Pyburn's D. L. C. # 67, and establishes coordinates on all points surveyed.

Existing centerline stationing does not follow the right of way centerline, and is not parallel to right of way centerline. The new structure and approaches will use the same horizontal alignment as the old structure, which is the "L" line in this survey.

Vertical Alignment

The proposed grade is higher than the existing grade from station 497+60 to station 503+00 and lower than the existing grade from station 492+00 to station 497+60. This alignment will ease the present rolling grade and immensely improve sight distances.

Typical Section

The main typical section as proposed is as follows:

2" Class "B" or "C" A. C. Wearing Course.
2" Class "B" or "C" A. C. Base Course.
8" Aggregate Base (1" - 0)

The above surfacing depths are approximated for the purpose of determining estimated quantities and costs. A base design is pending receipt of data from the foundation investigation which has been requested of the Region Geologist.

The standard pavement width is 32' incorporating 2 travel lanes each 12' wide and 2 paved shoulders each 4' wide. The standard width varies as follows:

Station 492+00 to 498+75	varies from 18' to 36'
Station 498+75 to 501+20	remains at 32'
Station 501+20 to 503+00	varies from 36' to 20'

A special note concerning the riprap in the cattle and equipment access under the south end of the bridge: the riprap in the access area should be filled in with aggregate base in such a manner to make it suitably smooth for cattle and equipment access.

Embankment, Riprap, Concrete Materials

Above materials are available from commercial sources within 10 to 20 miles radius of the project.

Drainage

New 12-inch culverts are proposed for the following driveways:

Station 495+10 Lt.	Station 496+90 Rt.
Station 496+75 Lt.	Station 497+90 Rt.

Because of the permeability of the soil there is little concentration of surface water, except for above culverts such water is carried by roadside ditches which disappear into the lower terrain forming the banks of the channel.

Proposed Structure

The proposed structure will begin at Station 499+10 and end at Station 500+83 for a total length of 173 feet. It was deemed necessary to lengthen the structure from the 168' in the original authorization in order to maintain the existing cattle and equipment access under the south end of the bridge. The bridge Bents are skewed 55° in order to align with the channel. Standard 20 foot reinforced concrete bridge end panels are proposed at each end of the bridge.

Anticipated Items

Permanent striping to be performed by state forces.

Review by Polk County

The Polk County Engineer has reviewed the vicinity map and, except for requesting the livestock pass beneath the new bridge, made no objections or additional recommendations. They have promised to submit to the state a letter of acceptance.

J. M. Martin
Resident Engineer

9251 2-80

SOAP CREEK BRIDGE

Independence-Albany Road

~~Marion~~ County
Polk

Addition to Narrative Report

I have prepared separate estimates to cover the bridge work to be done by contract and the remaining work to be done by the county.

I have retained the mobilization and temporary protection of traffic, items under the contract but scaled them down to fit only this portion of the cost.

We have also lengthened the structure by 8 feet and provided square ends. This eliminates any fill work beneath the bridge ends along with the toe trench excavation and rip rap originally shown. The new proposed stations are 499 and 500+87.

The owners on the south end currently use the existing bench as an equipment and stock pass. The revised bridge length will allow this to continue as it now exists. Jack Martin's people have discussed this with the owners who were somewhat concerned about decreasing the width under Jack's proposed plan. Ours should adequately handle the problem, with care needed in the placement of the pier on this end of the structure such that there is enough room for the owners use.

An item discussed by Mr. Wimer in the Region review is that he would like to have a cut-off wall below the cross beam on each end of the structure. This wall would extend downward such that it sets upon the existing ground and retains the embankment beneath the impact panel.

Another item of concern to him is the staging between the county and the contractor, expecially at the bridge ends. For example, the bridge end fill should be constructed before the bridge is constructed. Further the fill beneath the impact panels should be granular. It should be made clear in the contract that the county plans to be working at the same time the contractor is in the area and cooperation between the two is necessary and a part of the contract.

SOAP CREEK BRIDGE

Independence-Albany Road

Marion County

Addition to Narrative Report

I have prepared separate estimates to cover the bridge work to be done by contract and the remaining work to be done by the county.

I have retained the mobilization and temporary protection of traffic, items under the contract but scaled them down to fit only this portion of the cost.

We have also lengthened the structure by 8 feet and provided square ends. This eliminates any fill work beneath the bridge ends along with the toe trench excavation and rip rap originally shown. The new proposed stations are 499 and 500+87.

The owners on the south end currently use the existing bench as an equipment and stock pass. The revised bridge length will allow this to continue as it now exists. Jack Martin's people have discussed this with the owners who were somewhat concerned about decreasing the width under Jack's proposed plan. Ours should adequately handle the problem,with care needed in the placement of the pier on this end of the structure such that there is enough room for the owners use.

An item discussed by Mr. Wimer in the Region review is that he would like to have a cut-off wall below the cross beam on each end of the structure. This wall would extend downward such that it sets upon the existing ground and retains the embankment beneath the impact panel.

Another item of concern to him is the staging between the county and the contractor, expecially at the bridge ends. For example, the bridge end fill should be constructed before the bridge is constructed. Further the fill beneath the impact panels should be granular. It should be made clear in the contract that the county plans to be working at the same time the contractor is in the area and cooperation between the two is necessary and a part of the contract.

OREGON STATE HIGHWAY DIVISION sheet ______ of ______

SUMMARY--BID SCHEDULE--COST ESTIMATE, Date March 10, 1980

Section Soap Creek Bridge County Polk

Kind of Work Bridge Construction-Contract Items Length ______ Prefix 527-1969

Item NO.		Spec. NO.	UNIT	QUANT.	UNIT COST	TOTAL
	Mobilization		8%			30,000
	Temporary Protection & Direction of Traffic		2%			7,500
	Temporary Signing		sq.ft.	146	7	1,022
	Temporary Barricades		each	8	125	1,000
	Flagmen		Hrs	50	22	1,100
	Removal of old structures		Lump sum			14,000
	Concrete bridge end panels		sq.yds	1737	60	10,422
	New structure - 181 x 32		sq.ft.	5792	60	347,520
	Total contract bid items					412,564
	20% Eng. & Contingencies					82,513
	Total contract cost					495,077

OREGON STATE HIGHWAY DIVISION
SUMMAR -BID SCHEDULE--COST ESTI

sheet ______ of ______
Date March 10, 1980

Section Soap Creek Bridge
County Polk
Kind of Work County work items - grading
Length ______
Prefix 527-1969

Item NO.		Spec. NO.	UNIT	QUANT.	UNIT COST	TOTAL
1	Clearing & Grubbing		100%			21,000
2	Embankment in place		CuYd.	1771	7	12,398
3	Finishing Roadbed & Slopes		mile	0.21	7500	1,563
4	1"-0 Aggregate base		CuYd	815	11	12,218
5	Class "B" or "C" A/C		Ton	788	30	12,300
6	Rubber Chip Seal		SqYd	615	20	12,300
7	12" Culvert -Conc.			88	18	1,584
8	Guard Rail Type 3			100	30	3,000
9	Guard Rail Anchors Type-1		each	4	350	1,400
10	Rail End Pieces Type-C		each	4	160	640
11	Extra for A/C approaches		each	4	200	800
12	Seeding & Mulching		LS			476
	Total Work Items					72,281
	Eng. & Cont. 20%					14,456
	Total County Cost					86,737
	at contract unit prices					

9251

Polk County Surveyor

County Courthouse
Room 208
DALLAS, OREGON 97338

Phone: 623-8171
Ext. 380

C. RALPH BLANCHARD
County Surveyor

February 14, 1980

Mr. J.M. Martin, Resident Engineer
3400 Spicer Road
Albany, Oregon 97321

RE: Soap Creek Bridge - Corvallis Road

Dear Mr. Martin:

This is to acknowledge receipt of the vicinity map and profile on the subject bridge. In general, the plans for the project appear to be in conformance with our original request and the following comments are offered:

1. Have the property owners at the South end of the bridge been contacted relative to the cattle and equipment pass under the new structure? If not, it would be suggested that they be contacted to assure that the plan for the cattle-equipment pass is satisfactory to them.

2. Contrary to our original request relative to the old bridge materials, we hereby request that the steel floor beams and stringers be salvaged and stockpiled at the bridge site for the County's future use; all other materials to become the property of the contractor.

3. We wish to reiterate, as stated in our letter of March 9, 1979, that the County would do the grading and surfacing work at the same time as the contractor is constructing the bridge, and the contractor is to cooperate with County forces during this work.

4. We would also like to reiterate that any right of way required to be negotiated for and acquired by the State as part of the FAS-C Project.

If you have any questions, please feel free to call.

Yours very truly,

C. G. Swenson

C.G. Swenson
Polk County Engineer

CGS:g

RECEIVED
FEB 22 1980
J.M. MARTIN, Res. Engr.
☐ RE ☐ AR ☐ OE ☑ CI ☐ IN

9257 10-26-79 2

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. RS-A515(1)

STATE PROJECT NO. See below

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO. 00003

COUNTY NAME Polk

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:
Mr. H. S. Coulter
State Highway Engineer, ODOT
Salem, Oregon

RECEIVED
STATE HWY ENGR
OCT 29 '79
REFER TO
[illegible]
FOR
Info | Inves | R/D | O/R | Sign | Act | File

10-29
ov

DATE PS&E APPROVED	
DATE AUTHORIZATION EFFECTIVE	10-26-79
FEDERAL ROUTE NUMBER	Secondary A515
STATE ROUTE NUMBER	County Road

GENERAL LOCATION:
Soap Creek Bridge Section

GENERAL DESCRIPTION OF WORK:
Preliminary Engineering and Right of Way

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☒ PREPARATION including archeological salvage and utility preparatory work
☐ OTHER *(Specify)*

☒ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's letter of October 2, 1979 you are authorized to proceed with preliminary engineering on the subject project for a TEC of $30,200 with Federal participation limited to $26,620. Also, as requested you are authorized to proceed with all phases of right of way acquisition at a TEC of $2,000 with Federal participation limited to $1,760. Federal participation is limited to that right of way actually incorporated into the final location.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
10-26-79		for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976-721-918

9251

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

October 2, 1979

In Reply Refer to
File No.:
PRO

TO: G. L. Green, Division Administrator
Federal Highway Administration

FROM: D. E. Swan
Operation Programming Engineer

SUBJECT: Project Data Submission
Item No. 00003
Project No. RS-A515(1)
Soap Creek Bridge Section
Polk County

Enclosed is data for the subject project.

I request the following:

1) Authorization to proceed with preliminary engineering all phases including utility preparatory work and archealogical salvage at an estimated total cost of $30,200 with an obligation of $26,620 in federal funds.

2) Authorization to proceed with the actual acquisition of right-of-way at an estimated total cost of $2,000 with an obligation of $1,760 in federal funds. No relocation assistance is involved.

A copy of the State Clearinghouse A-95 review comments has been previously forwarded.

CL:fkc

cc: C. O. Fredrickson (Region 2)
H. Reynoldson

Form 734-3122

Budget Bureau No. 41-R206

FORM PR-1
(REV. 4-61)

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O.

10-2-79

CARD 2	REPORT NUMBER (18) (20)	PROJECT LOCATION (45 typewriter spaces) 21 Co. Rd., Approx. 9 mi. S. of Independence 65	ADT	PRESENT DHV 40 400	FUTURE 600 (66) (70) YEAR 99 (71) (72)	REGION 10	STATE NAME Oregon

CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) 28 P.E. One Structure 62	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SURV AGCY (69)	DA CLASSIF. (70)	DA AREA 1 (71)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)	PROJECT NUMBER PREFIX LETTER(S) 14 RS- 23	NUMBER A515

CARD 4	CLASS OF FEDERAL FUNDS Rural Secondary	COUNTY NAME Polk
	NAME OF URBAN AREA 17-31 ---	ROUTE NO. S — FEDERAL-AID A515 (32) — STATE Co. Rd. (36) (37) — U.S. --

ESTIMATED PROJECT COST BY PHASES

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	CLASS	WORK TYPE	WORK STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS (88.15%)	STATE FUNDS	OTHER FUNDS
1	(14-15)	(16	41	42	43 46	53		(54) (58)	(59) (66)	(67) (76)		
5					PE			0.03	30,200	26,620	2,264	1,316 (C
5					ROW			0.03	2,000	1,760	120	120 (C
5					CONST (CODE) X080		"Soap Creek Bridge Section"	0.03	298,000	262,620	17,690	17,690 (C

CARD 1	CODE 1	PREPARED BY C.L.	PROJECT TOTALS	0.03	330,200 (16) (23)	291,000 (24) (33)	20,074	19,126 (C
1	14	PROGRAM APPROVAL DATES					REMARKS	

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

FORM PR-1
(REV. 4-61)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL - AID PROGRAM DATA

(PPM 21-1)

10-2-79

CT LOCATION (45 typewriter spaces) Rd., Approx. 9 mi. S. of Independence	ADT	PRESENT DHV 40 400	FUTURE 600	YEAR 99	REGION 10	STATE NAME Oregon	STATE CODE 41	APPN CODE 075	ITEM NO. 00003

ORK (35 typewriter re	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S) RS-	NUMBER A515	SEQ. NO. (1)	I. Projects Only POST MI.	DESIG.

Secondary

COUNTY NAME: Polk
CODE: 053

ROUTE NO. S
FEDERAL-AID: A515
STATE: Co. Rd.
U.S.: --

PROGRAM STAGE ☐ 1 OR ☐ 2

ESTIMATED PROJECT COST BY PHASES

ORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS (88.15%)	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
		"Soap Creek Bridge Section"	0.03	30,200	26,620	2,264	1,316 (Co)	ROW - 60' normal; Access Control - none; Parking Restrictions- none.
W			0.03	2,000	1,760	120	120 (Co)	
NST OE) 0			0.03	298,000	262,620	17,690	17,690 (Co)	
		C.L. PROJECT TOTALS	0.03	330,200	291,000	20,074	19,126 (Co)	

OVAL DATES

REMARKS

- over -

USCOMM-DC 48908-P61

ion

Project No. RS-A515(1)

Existing Facility:
Roadway -- 18-foot oil surface with 2-foot shoulders
Structure -- 100-foot Steel Pony truss with 40' timber pile approach spans, 16' 7" H.C., Posted 15 ton load limit.

Adjacent Sections: Same as existing roadway.

Project Data: Work under this project consists of the following:
1) Preliminary engineering all phases including utility preparatory work and archeological salvage.
2) Right-of-way acquisition all phases necessary to acquire approximately 0.1 acre for replacement of the structure.
3) Remove existing structure and construct on existing alignment a 168-foot concrete bridge (#10301A) with a 32-foot roadway and other incidental work common to this type of project. County to construct roadway approaches. Adjustment of utilities as required.

System Action, Airports, Railroads, Water Developments, Historical and Recreational Areas: None involved.

FHPM 4-1-4 Requirements: State Clearinghouse and District 3 Clearinghouse A-95 review approval letter dated September 18, 1979 and July 27, 1979 respectively.

FHPM 7-7-2 Requirements: Nonmajor action concurred in by FHWA on May 31, 1979.

FHPM 7-7-5 Requirements:
a) Public Hearings -- Not required under Oregon Action Plan.
b) Location Design -- Not a factor in the development of this project.

Data for PR-37:

Preliminary Engineering - - - - - -	$29,800
Archeological salvage - - - - - - -	500
	$30,200

Accommodation of Utilities: A State-County agreement complying with para. 6d(1) of PPM 30-4.1 was executed by the Highway Division on August 15, 1979.

Maintenance: A State-County Agreement complying with Section 116, Title 23, USC was executed by the Highway Division on August 15, 1979.

Note: 1) This project is in congressional District No. 1
2) Added to 6 yr HIP on May 29, 1979.
3) No relocation assistance involved.

9351

L.

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
Room 306, State Library Building
Salem, Oregon 97310, Phone: 378-3732
Toll Free Number - 1-800-452-7813

STATE A-95 REVIEW CONCLUSIONS

NOTED
H. S. COULTER

APPLICANT: OR DOT HWY DIV

PROJECT TITLE: Soap Creek Bridge POLK

DATE: September 18, 1979

The state has reviewed your project and reached the following conclusions:

RECEIVED
STATE HWY ENGR
SEP 20 '79
REFER TO
FOR

Info	Inves	R/D	D/R	Sgn	Act	File
						✓

☒ No significant conflict with the plans, policies or programs of state government have been identified ~~and your proposal is endorsed as presented~~

☒ Relevant comments of state agencies are attached and should be considered in the final design of your proposal.

☐ Potential conflicts with the plans and programs of the state agency(s) have been satisfactorily resolved. No significant issues remain.

☐ Significant conflicts with the plans, policies or programs of state government have been identified and remain unresolved. The final proposal has been reviewed and the final comments and recommendations of the state are attached.

cc: G. L. Green
✓ H. S. Coulter
F. E. Terpin
J. B. Boyd
J. H. Versteeg
Gary Potter
W. J. Hart
Aeronautics Div.
B. L. Gifford
Reg. 2 Eng.,
C. O. Fredrickson
Dist. 3 Eng.,
R. A. Kuehn

NOTICE TO FEDERAL AGENCY

The following is the officially assigned State Identifier Number:

7908 2 910

This number should be used on all correspondence and particularly on SF 240 as required by OMB A-98.

BEN GIFFORD
6-13-79

A copy of this notification and attachments, if any, must accompany your application to the federal agency as required by OMB A-95. Comments of the appropriate local reviewing agencies will be submitted to you separately and must also be included.

PNRS #2

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

RECEIVED
AUG 24 1979
DIVISION OF STATE LANDS

Intergovornmental Relations Division
Room 306, State Library Building
Salem, Oregon 97310, Phone: 378-3732

PNRS STATE REVIEW

Project #: 7908 2 910 Due Date: ____________

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have comment and the file will be closed

---

PROGRAM REVIEW AND COMMENT

To State Clearinghouse: We have reviewed the subject Notice and have reached the following conclusions on its relationship to our plans and programs:

( ) It has no adverse effect.

( ) We have no comment.

( ) Effects, although measurable, would be acceptable.

( ) It has adverse effects. (Explain in Remarks Section)

( ) We are interested but require more information to evaluate the proposal. (Explain in Remarks Section)

( ) Please coordinate the implementation of the proposal with us.

( ) Additional comments for project improvement. (Attach if necessary)

REMARKS (Please type or print legibly)

If the project would require the removal, fill or alteration of 50 cubic yards or more of material within the banks of the waterway(s), we urge the applicant to apply for state fill or removal permits well in advance of construction deadlines to prevent unnecessary project delays. Specific information on the need for permits may be obtained from the Division of State Lands' office at 1445 State Street, Salem, OR 97310. Phone 378-3805.

Thank you for the opportunity to comment on this project.

Agency ________ Lands By /s/ ____________

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
Room 306, State Library Building
Salem, Oregon 97310, Phone: 378-3732

P N R S STATE REVIEW

Project #: 7908 2 910 Due Date: ________

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have comment and the file will be closed

---

PROGRAM REVIEW AND COMMENT

To State Clearinghouse: We have reviewed the subject Notice and have reached the following conclusions on its relationship to our plans and programs:

- ( ) It has no adverse effect.
- ( ) We have no comment.
- ( ) Effects, although measurable, would be acceptable.
- ( ) It has adverse effects. (Explain in Remarks Section)
- ( ) We are interested but require more information to evaluate the proposal. (Explain in Remarks Section)
- (X) Please coordinate the implementation of the proposal with us.
- ( ) Additional comments for project improvement. (Attach if necessary)

REMARKS (Please type or print legibly)

The Oregon Department of Fish and Wildlife does not anticipate any problems with this project. The construction activity will probably require a Division of State Lands fill/removal permit.

The project should be coordinated with our district fish biologist, John Haxton. He can be contacted at 1120 S. Baker, McMinnville, Oregon, 97128, telephone number 472-1474.

Agency Fish & Wildlife By ________

09/06/79 Environmental Management

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

[illegible] Division
[illegible] Environmental Quality
RECEIVED
AUG [illegible] 1979

Intergovernmental Relations Division
Room 306, State Library Building
Salem, Oregon 97310, Phone: 378-3732

PNRS STATE REVIEW

Project #: 7908 2 910 Due Date: SEP 14 1979

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have comment and the file will be closed

---

PROGRAM REVIEW AND COMMENT

To State Clearinghouse: We have reviewed the subject Notice and have reached the following conclusions on its relationship to our plans and programs:

( ) It has no adverse effect.

( ) We have no comment.

( ) Effects, although measurable, would be acceptable.

( ) It has adverse effects. (Explain in Remarks Section)

( ) We are interested but require more information to evaluate the proposal. (Explain in Remarks Section)

( ) Please coordinate the implementation of the proposal with us.

( ) Additional comments for project improvement. (Attach if necessary)

REMARKS (Please type or print legibly)

Agency ______________________ By ______________________

Form 81-734-3000 9251 (SCB0002) 3

OREGON STATE HIGHWAY DIVISION

AUTHORITY FOR SURVEY

Section Soap Creek Bridge
Date September 11, 19 79
Highway Independence - Albany County Road (FAS-C A515)
Authorization No. 1
County Polk (27)
Survey Prefix 527-1969 (Assigned by Salem office)

Description of termini, route, length, etc.:

At MP 7.2 on the Independence - Albany County Rd a length of 0.03 mile.

RS-A515(1)
10-26-79

Purpose of survey:

Prepare Plans, Specifications, & Estimate to replace existing steel truss bridge over Soap Creek.

[illegible] [illegible] 5-29-79

FAS-C

Estimate of cost:

Resident Engineer	(901)	$5,500
Final Design	(905)	5,500
R/W Descriptions	(909)	400
Soils & Geology	(910)	2,000
Found. Investigation	(926)	5,500
Recon & Hydrology	(918)	1,000
R/W Liaison	(913)	500
Project Management	(920)	200
Specifications	(921)	1,200
Adm Serv (Eng.)	(922)	20
Environmental	(923)	200
Free Bridge Desn To Co	(927)	8,0

Total estimated cost of survey $30,200
Previous authorization
Additional authorization requested
Additional authorization approved (Salem)
Total all authorizations approved (Salem)

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

Requests made by: P. Lewellyn
Costs & Records Engineer
Field Engineer

Recommended for Approval:
Regional Engineer

Recommended for Approval:
Frank E. Perpin
Location Engineer

Approved:
Assistant State Highway Engineer

RECEIVED
SEP 21 1979
LOCATION
SEC

N M H

SP*19700-734

9251

August 17, 1979

Polk County Board of Commissioners
Courthouse
Dallas, OR 97338

Attention: Allene Kettleson
County Clerk

MISC. CONTRACTS and
AGREEMENTS No. 7086

Gentlemen:

Attached for your files is a fully executed copy of an agreement concerning the construction of the Soap Creek Bridge Section of the Independence-Albany Road in Polk County.

We are retaining a fully executed copy of this agreement for the Transportation Commission's files.

Sincerely,

C. W. Head
COMMISSION SERVICES

kkr
Attachment

bc: Don Harwell (agreement attached)

STATE OF OREGON **INTEROFFICE MEMO**

TO: H. S. Coulter
State Highway Engineer

DATE: May 29, 1979

FROM: D. E. Swan
Federal Aid Engineer

SUBJECT: Proposed FAS-C Project
Polk County

Polk County is requesting the authorization for replacing a bridge over Soap Creek on the Independence-Albany Road. Bridge is to be approximately 168 feet long with a roadway 32 feet wide. Guardrail is to be furnished by contract and installed by county. County will be responsible for detour and signing along with approaches to new bridge. Contractor will remove and dispose of existing bridge. Additional Right-of-way is needed. Engineering by State. See attached sketch for location. In Summary:

Jurisdiction	Section	Total Funds	Federal Funds	State Funds	County Funds
Polk County	Soap Creek (Independence-Albany Rd.) Br. FAS A515	$300,000	$264,000	$18,000	$18,000

The region and this office have investigated this proposed project, confirming its validity and financing under the FAS-C program. I recommend your approval and request you authorize this project under delegated authority.

5-29-79 to Heal
orig to Swan

APPROVED BY

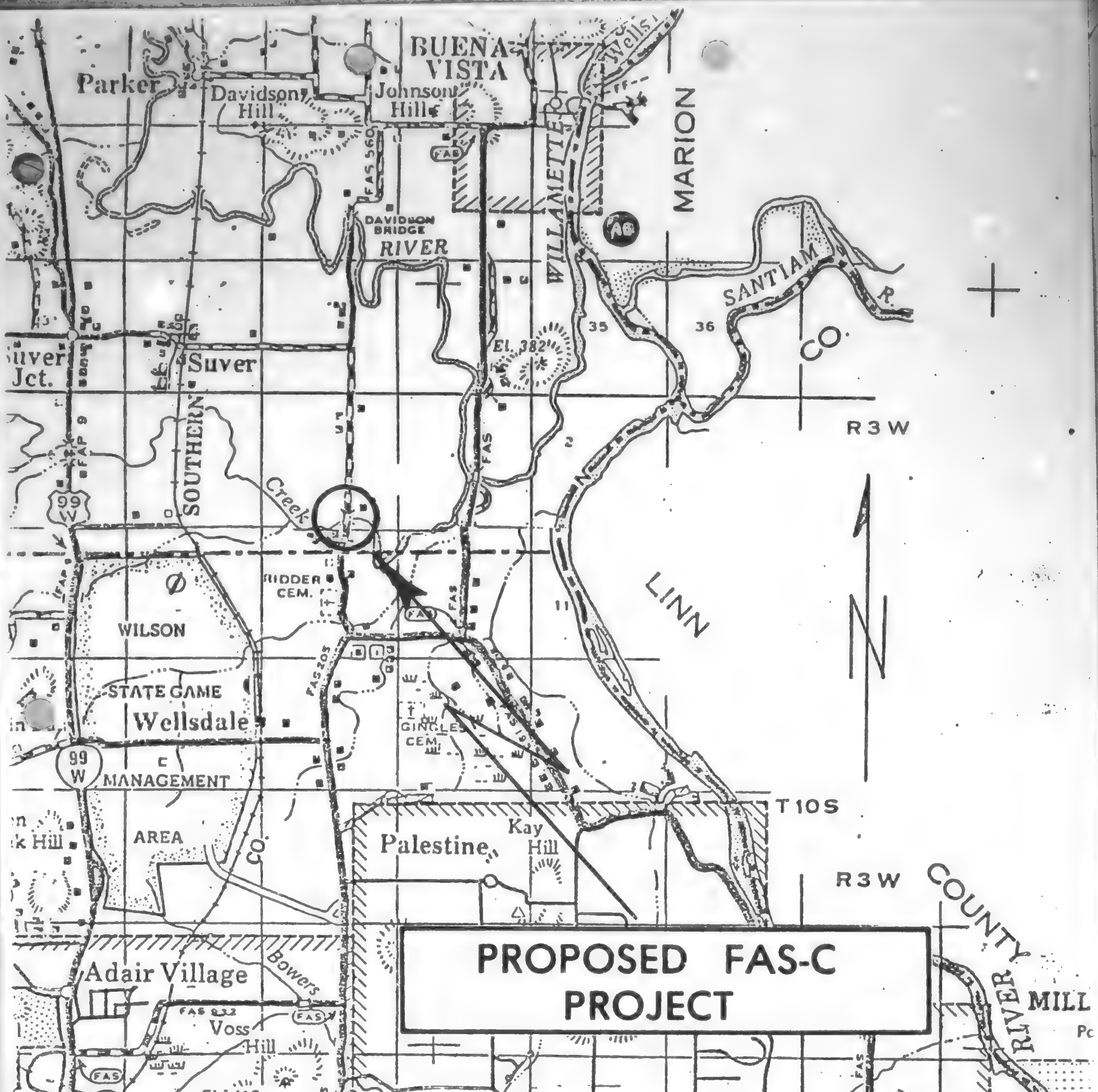
H S Coulter
State Highway Engineer

Date 5/29/79

HR:pf

([illegible] 6-1-79 [illegible])

81 125-1387


BUENA VISTA
Parker
Davidson Hill
Johnson Hill
DAVIDSON BRIDGE
RIVER
WILLAMETTE
MARION
SANTIAM R.
CO.
Suver Jct.
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SOUTHERN
El. 382
R3W
Creek
99 W
RIDDER CEM.
WILSON
LINN
N
STATE GAME
Wellsdale
GINGLES CEM.
MANAGEMENT
AREA
T10S
Palestine
Kay Hill
R3W
COUNTY
Adair Village
Bowers
Voss Hill
RIVER
MILL
El. 416
Ridge
NORTH ALBANY
Logsden
20
10.4
S. P.
ALBANY
RY.
Granger

PROPOSED FAS-C PROJECT

9257

(#2)

ROBERT W. STRAUB
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

June 13, 1979

TO: Executive Department
Federal Aid Coordination Unit

Mid-Willamette Valley
Council of Governments
200 Senator Bldg.
220 High St. NE
Salem, OR 97301

FROM: D. E. Swan
Federal Aid Manager

SUBJECT: Notice of Intent for Federal Aid Funds
State Admin. Dist. No. 3
Section: Soap Creek Bridge, Polk County
Highway: County Road, FAS-A515
County: Polk

In accordance with Executive Memorandum 02-270-20, attached are copies of the Notices of Intent for the subject project.

Early programming of this project for advance planning in anticipation of future construction is necessary; therefore, your prompt attention to this proposal will be appreciated.

Allowing time for your review, we estimate the date of filing for federal aid funds on this project to be August 6, 1979.

BLG: dmc
Attachments

cc: G. L. Green ✓
H. S. Coulter ✓
F. E. Terpin
J. B. Boyd
J. H. Versteeg
Gary Potter
W. J. Hart

Region 2: C. O. Fredrickson
District 3: R. A. Kuehn
Aeronautics Division
David Powers, Parks
Gerald Wimer
B. L. Gifford

RECEIVED
STATE HWY ENGR
JUN 28 '79
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File ✓

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

NOTIFICATION OF INTENT TO APPLY FOR FEDERAL AID

For Internal Use Only | 1-8] PNRS # | Page One

02 12] APPLICANT [45: Department of Transportation | 46] DIVISION [79: Highway

03 12] APPLICANT ADDRESS STREET [45: O'DOT Building | 46] CITY [60: Salem | 76] ZIP [80: 97310

04 12] CONTACT PERSON [45: D. H. Moehring | 46] AREA CODE [48: 503 | 49] PHONE [55: 378 | 56] EXTENSION [59: 6563

01 12] PROJECT TITLE [71: Soap Creek Bridge, Polk County

11 12] PROJECT LOCATION—CITY: County Road FAS-A515 | PROJECT LOCATION—COUNTY: Polk | PROJECT LOCATION [79 SEC: T: R:

SUMMARY PROJECT DESCRIPTION (ATTACH SUPPORTING DOCUMENTS AS NECESSARY—SEE INSTRUCTIONS ON BACK)

05 To replace an obsolete structure. The existing structure is approximately [71

06 12] sixty years old and only provides 16 feet of horizontal clearance. At the present time, a 15 ton load limit is in effect. [71

07 12] The existing structure and supporting piers are to be removed and disposed of by the contractor. The approaches and other road work is to be done by the [71

08 12] County. [71

09 12] [71

10 12] [71

12

AMOUNT REQUESTED—FEDERAL FUNDS		NON-FEDERAL MATCHING FUNDS		OTHER	TOTAL
12] (A) Grant [19	20] (B) Other [27	28] (C) State [35	36] (D) Local [43	44] (E) FUNDS [51	52] (F) FUNDS [60
264,000		18,000	18,000		300,000

13 12] TYPE OF OTHER FEDERAL FUNDS (See 12B) [45 | 46] TYPE OF OTHER NON-FEDERAL FUNDS (See 12E) [79

14 12] FEDERAL PROGRAM TITLE [71: Title 23 USC Highways

15 12] FEDERAL AGENCY NAME [45: U. S. Department of Transportation | 46] FEDERAL SUB-AGENCY NAME [79: FHWA

17 **(A) TYPE OF APPLICANT:** (Check (X) the single most applicable box)

STATE ☒ 12 | INTER-STATE ☐ 13 | COUNTY ☐ 14 | CITY ☐ 15 | SCHOOL DISTRICT ☐ 16 | SPECIAL DISTRICT ☐ 17 | COMMUNITY ACTION ☐ 18 | SPONSORED ORGANIZATION ☐ 19 | OTHER ☐ 20

(B) TYPE OF ACTION: (Check (X) as many boxes as apply to this action)

NEW GRANT ☒ 21 | CONT. GRANT ☐ 22 | SUPPL'T GRANT ☐ 23 | INCREASE DURATION ☐ 24 | DECREASE DURATION ☐ 25 | CANCELLATION ☐ 26 | INCRE DOLLA. ☐ 27 | DECREASE DOLLARS ☐ 28

(C) HAS DISTRICT CLEARINGHOUSE BEEN NOTIFIED? Yes ☒ 29 No ☐ 30 Date: June 13, 1979

(D) REVIEW REQUIRED by A-95: Yes ☒ 31 No ☐ 32

(E) ENVIRONMENTAL IMPACT: Yes ☐ 33 No ☒ 34

(F) HOUSING RELOCATION REQUIRED: Yes ☐ 35 No ☒ 36

(G) ESTIMATED APPLICATION FILING DATE: 41] MONTH [42: August | 43] DAY [44: 6 | 45] YEAR [46: 1979

Form PNRS-1 Page 1

ADDITIONAL INFORMATION—ALL APPLICANTS

I. A. Is the project consistent with the city or county comprehensive plan, zoning and subdivision ordinance? No ☐ Yes ☒

I. B. Is the proposal consistent with statewide land use goals? No ☐ Yes ☒

I. C. Is the proposal consistent with state and regional plans? No ☐ Yes ☒

II. Will the project have an impact on a neighboring jurisdiction? No ☒ Yes ☐

If so, is the project consistent with the comprehensive plan for that jurisdiction? No ☐ Yes ☐

III. Explain deviations if any, from pertinent plans.

IV. Federal Catalog number (or Public Law no. and title) 20.205 Highway Planning & Construction

V. Has funding agency been notified? No ☐ Yes ☒ Date: June 13, 1979

VI. If project includes state funds (12C), identify agency Highway

STATE AGENCIES ONLY

VIII. (a) IS PROGRAM BUDGETED ☐ NON-BUDGETED ☐

(b) STATE SHARE

GENERAL FUND CASH	OTHER FUND CASH	IN KIND
$	$	$

(c) FUNDING METHOD

	FEDERAL SHARE		STATE SHARE		TOTAL	
First Year	%	$	%	$	%	$
Second Year	%	$	%	$	%	$
Third Year	%	$	%	$	%	$

(d) WILL PROGRAM REQUIRE HIRING OF NEW STATE EMPLOYEES? No ☐ Yes ☐ Number

(e) Will accounting for this grant be administered by the Executive Dept. Accounting Division? Yes ☐ No ☐

PLEASE ATTACH ANY ADDITIONAL NARRATIVE OR REMARKS

This is a Category 3 Project of Non-Major environmental impact under Oregon's Action Plan.

OREGON STATE HIGHWAY DIVISION
PROJECT ASSESSMENT

RS-A515(-)

PART 1. GENERAL INFORMATION

A. Project Identification:

Date April 17, 1979

Section Soap Creek Bridge

Unit (if appl)

County Polk

City

Highway Independence-Albany

State Hwy. No. FAS A515

Termini: M.P.(if appl) 7.8

Length 168 feet

Region 2

Construction Estimate $300,000
Program Amount

B. Purpose of Project: To replace an obsolete structure. The existing structure is approximately sixty years old and only provides 16 feet of horizontal clearance. At the present time, a 15 ton load limit is in effect.

C. Origin & History of Project: Administrative action by Polk County has categorized this bridge replacement as priority No. 1 on their bridge replacement program. A Federal Aid Project Request and a request for an Authority for Survey dated April 4, 1979, have been forwarded for processing.

D. General Description of Project: The existing structure and supporting piers are to be removed and disposed of by the contractor. The approaches and other road work is to be done by the County.

Alignment: New ______ Existing X Combined ______

Typical Section: Existing: No. Lanes 2 ; Med. 0 ; Shldrs. 0 ; Parking 0

Proposed: No. Lanes 2 ; Med. 0 ; Shldrs. 2 ; Parking 0

Traffic: Existing Facility: Existing ADT 400 ; Projected ADT [illegible] ; Yr. 2000

Existing Level of Service C

Proposed Facility: Projected ADT 400 ; Yr. 1980

Projected Level of Service [illegible]

Right of Way: Additional anticipated yes ; if yes, give approx. No. Parcels 4
Yes, No

Acres 0.1 ; Type of Relocation Req. ________________; No. 0

Materials Source, Borrow, Waste Disposal Requirements, if any:

Surfacing and embankment materials to be furnished and placed by Polk County.

Type of Structure(s):

The existing structure is a steel Howe truss supported on concrete piers.

The proposed structure is to be a modern design of reinforced concrete probably supported on concrete piling.

Brief Description of River or Stream and Type of Involvement, if any:

Soap Creek is a northeasterly flowing stream draining an area of the easterly foothills of the coastal mountain range and farm lands of the western Willamette Valley. Soap Creek is a tributary of the Luckiamute River and contributes to the Willamette River fishery resources.

Local City, County or COG priorities of project:

A County priority project.

FHWA and/or OSHD approvals given, if any:

Location or Design Alternatives (identify and describe):

Bridge design alternatives may be considered.

Other Descriptive Information or Comments:

An existing equipment pass under the southerly end of the structure is to be included in the proposed structure plans. Sidewalks or a bikepath crossing the structure are not proposed due to the low population density of the area.

(Attach project sketch map.)

PART II. ENVIRONMENTAL ASSESSMENT

A. Brief Environmental Setting of Project Area:

1. Natural:

The terrain, except for the rather deeply incised stream channel, is flat to gently rolling. The stream headwater originates in the easterly foothills of the Coastal Mountains in Benton and Polk Counties and meanders in a northeasterly direction through the extensive farm lands of the western Willamette Valley. Soils in the lower reaches of the stream channel are generally Dayton silt loam and classed in the capability unit IV W-1 and are suitable for raising grain, grass seed, mint, pasture and hay.

Streamside vegetation is confined to a narrow fringe on either side and consists of willow, maple, an occasional Douglas fir or Oak, Himalaya berries, seedling fruit trees, grass and weeds; a good habitat for game birds, song birds, black-tailed deer, possum, coon, and other small animals.

2. Cultural:

In the vicinity of the bridge site, the stream meanders through a rural farming area. Farms tend to be quite large and farm homes are well scattered throughout the adjacent areas. Farm crops are confined to shallow rooted types of crops that are not affected by a rather high water table.

B. Preliminary Assessment of Environmental Impacts:

1. Consequences and Significance of Right-of-Way Acquisition:

Right of way would be from farm and pasture land adjacent to the existing right of way. The minimal amount that may be required is not considered to be significant.

2. Estimated Impact on Traffic Patterns:

The highway would be closed to through traffic during the bridge replacement. Traffic would be detoured to other local roads requiring some out-of-direction travel and an inconvenience for local residents.

Consequences--Air Quality, Noise, Safety, etc.:

No significant changes in air quality or noise levels are anticipated. Highway safety would be improved by the proposed structure.

3. Estimated Impact on Land Use:

None anticipated.

Consequences:

4. Expected Impact on Natural Ecological Resources:

A small amount of streamside vegetation would be removed.

Consequences:

Not significant.

5. Expected Impact on Cultural and Scenic Resources:

None anticipated; however, a cultural resource survey may be required.

Consequences:

6. **Preliminary Identification of Areas of Critical Concern:**

None identified.

7. **Potential for Controversial Issues:**

None identified.

8. Potential for Consistency of Proposal With:

a. Clean Air Implementation Plans

b. Noise Standards A noise study report is required. The project will be investigated to determine if the Statewide Noise Study Report is applicable.

c. Water Quality Standards

d. Area Land Use and Transportation Plans, and Zoning

Replacing an existing structure would be consistent with the above plans and standards.

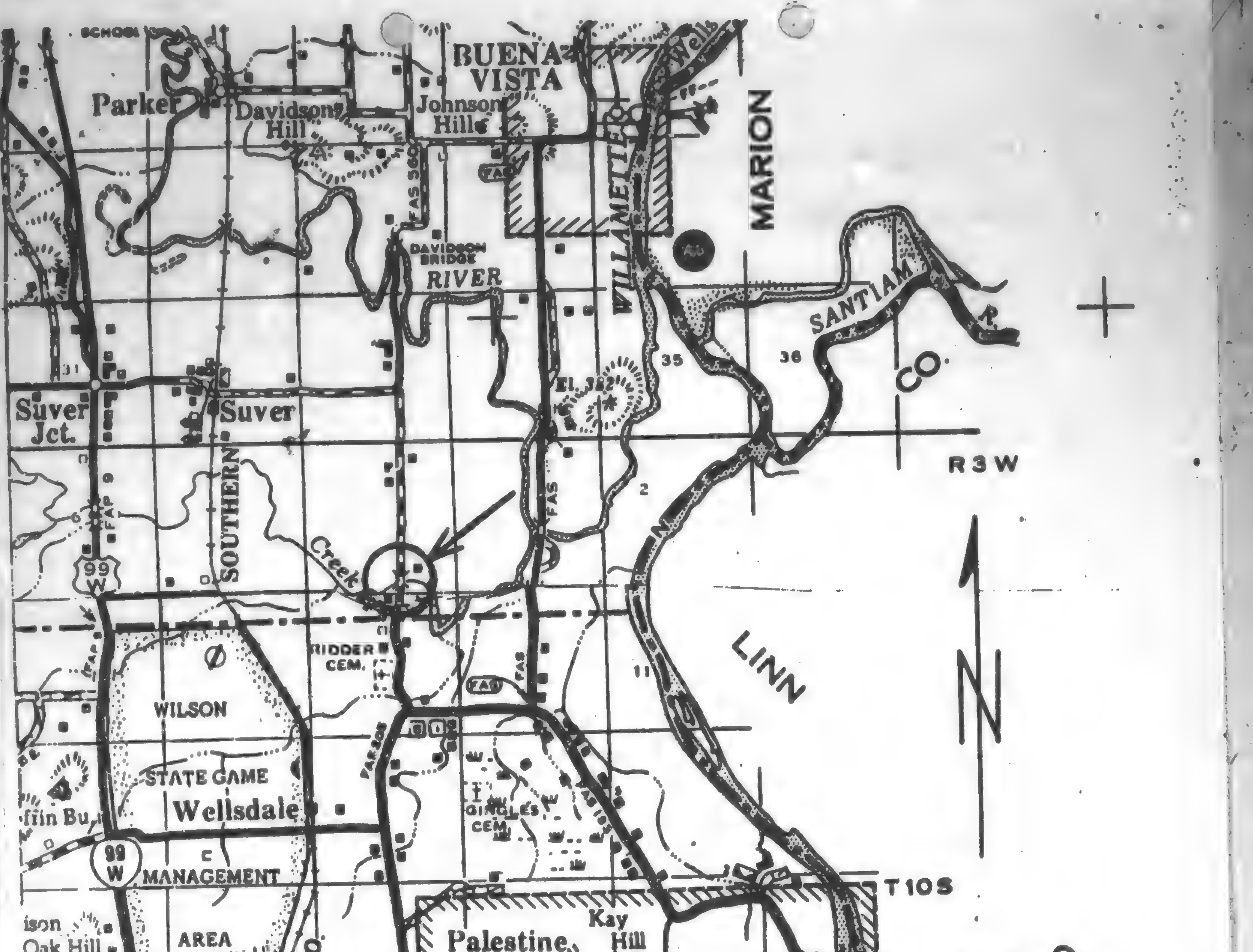
C. Recommended Type of Action and Documentation:

-------------MAJOR ACTION-----------------		--X--NON-MAJOR ACTION-----
SIGNIFICANT:	NON-SIGNIFICANT:	
___ D & FEIS	___ D & F Neg.Dec.	_x_ ASSESSMENT ONLY
___ Section 4(f)	___ Section 4(f)	___ STATEWIDE ASSESSMENT

Basis for Type of Action and Documentation:

In accordance with FHPM 7-7-2, paragraph 10, projects of this type are generally considered to be non-major actions, and do not require the preparation of an environmental impact statement.

D. Recommended Project Category: ___ 1 ___ 2 _x_ 3 ___ 4


BUENA VISTA
Parker
Davidson Hill
Johnson Hill
MARION
WILLAMETTE
DAVIDSON BRIDGE
RIVER
SANTIAM
CO.
Suver Jct.
Suver
SOUTHERN
El. 382
R3W
99 W
Creek
RIDDER CEM.
LINN
WILSON
STATE GAME
Wellsdale
MANAGEMENT
GINGLES CEM.
T10S
AREA
Oak Hill
Palestine
Kay Hill
R3W
COUNTY
RIVER
Adair Village
Bowers
Voss Hill
El. 416
Ridge
NORTH ALBANY
Logsden

SOAP CREEK BRIDGE SECTION
INDEPENDENCE-ALBANY HIGHWAY FAS - A515
POLK COUNTY, OREGON

9251

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
The Oregon Division - Salem

DATE: May 31, 1979

In reply refer to: HFO.2-OR

SUBJECT: Project Assessment
Soap Creek Bridge
Independence-Albany Highway
Polk County

FAS-C

FROM : G. L. Green, Division Administrator

TO : Mr. G. A. Potter, Manager, Environmental Section, ODOT

The subject project assessment submitted with your April 17, 1979, letter has been reviewed.

We concur with your finding that the proposed project constitutes a non-major action.

The proposed standards, design, and other specific details contained in the assessment will be subject to future reviews at the appropriate stage during the project development.

P. V. Reel
G. L. Green
for

cc:
ODOT (Mgr, Proj Mgmt)
OSHD (Reg 2, Env)

Environmental Section
June 5, 1979

cc: D. H. Moehring
J. B. Boyd (3)
L. E. George
W. J. Hart
C. T. Keasey
J. H. Versteeg (4)
F. E. Terpin (3)
George Bell
Surfacing Design
C. O. Fredrickson
R. E. Kuehn
William Fretwell
Eddie Welsh
Gerald Wimer
B. L. Gifford (2)
Don Keyes (8)

PROJECT MANAGEMENT
PME ☐ CCE ☐ OM ☐
[✓ LGE ☐] FAE ☐ OPE ☐
JUN 7 1979
H
N M
File: PM FA
TAA ______ LG OP

9251

5-23-79

JO		☒ ACTION	☐ INFO
[illegible]	X	☐ FILE:	
GF			
BL			
[illegible]	X	NOTE:	
LP			
KC			

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

May 21, 1979

Mr. William Penhollow
Executive Assistant
Association of Oregon Counties
P.O. Box 12729
Salem, Oregon 97309

SUBJECT: Project Advancement
FAS-C Program

Dear Mr. Penhollow:

At the Transportation and Parks Committee meeting May 11 and the Technical Advisory meeting May 17, I reported advancing May 1, under the master FAS-C Agreement, commitment of eight (8) rank order FAS-C projects to construction. These involved the following counties:

Jefferson	Polk ✓
Baker	Sherman
Douglas	Wallowa
Deschutes	Coos

In addition, I indicated 2.6 million dollars of committed FAS-C projects cannot make it to construction in the 1980 Federal Fiscal year. Based on this I further recommended committing the seven (7) remaining FAS-C applications to construction. Most of these seven (7) are in various stages of preliminary engineering. Advancing the seven (7) projects to construction will result in a 1980 over commitment of 1.7 million dollars. It will possibly result in some low priority counties being committed to construction in advance of some potentially higher ranking applications later in the year. These future applications, however, can still be authorized for preliminary engineering. The necessary lead time for their development should preclude delaying their construction.

Form 81-731-0027 (9-77)

These seven (7) counties recommend for construction commitment, beyond the master FAS-C Agreement, are:

Lane	Marion
Benton	Union
Umatilla	Lake
Jackson	

Please note that potentially the Douglas, Coos, Union and Lake County projects may be bid in 1979. This will result in nearly full obligation of the 1979 FAS-C funds at the end of the Federal Fiscal year. If any of the other FAS-C projects scheduled for bidding in the next few months overrun their current estimate, we may need to postpone one of these projects from say September to October of this year. Likely, this will not happen, but in all fairness it needs to be pointed out.

Both of your committees approved this concept, of going beyond this master FAS-C Agreement and committing the 7 preliminary engineering projects to construction. It is appropriate to state this in the record by your signing and returning a copy of this letter. We will withhold the Lake County project until your Board of Directors authorizes an advancement of funds greater than 5 years.

Very truly yours,

Gerald Wimer
Local Government Engineer

GWW:pf

APPROVED BY

Bill Penhollow
William Penhollow, Executive Assistant
Association of Oregon Counties

Date May 24, 1979

7251

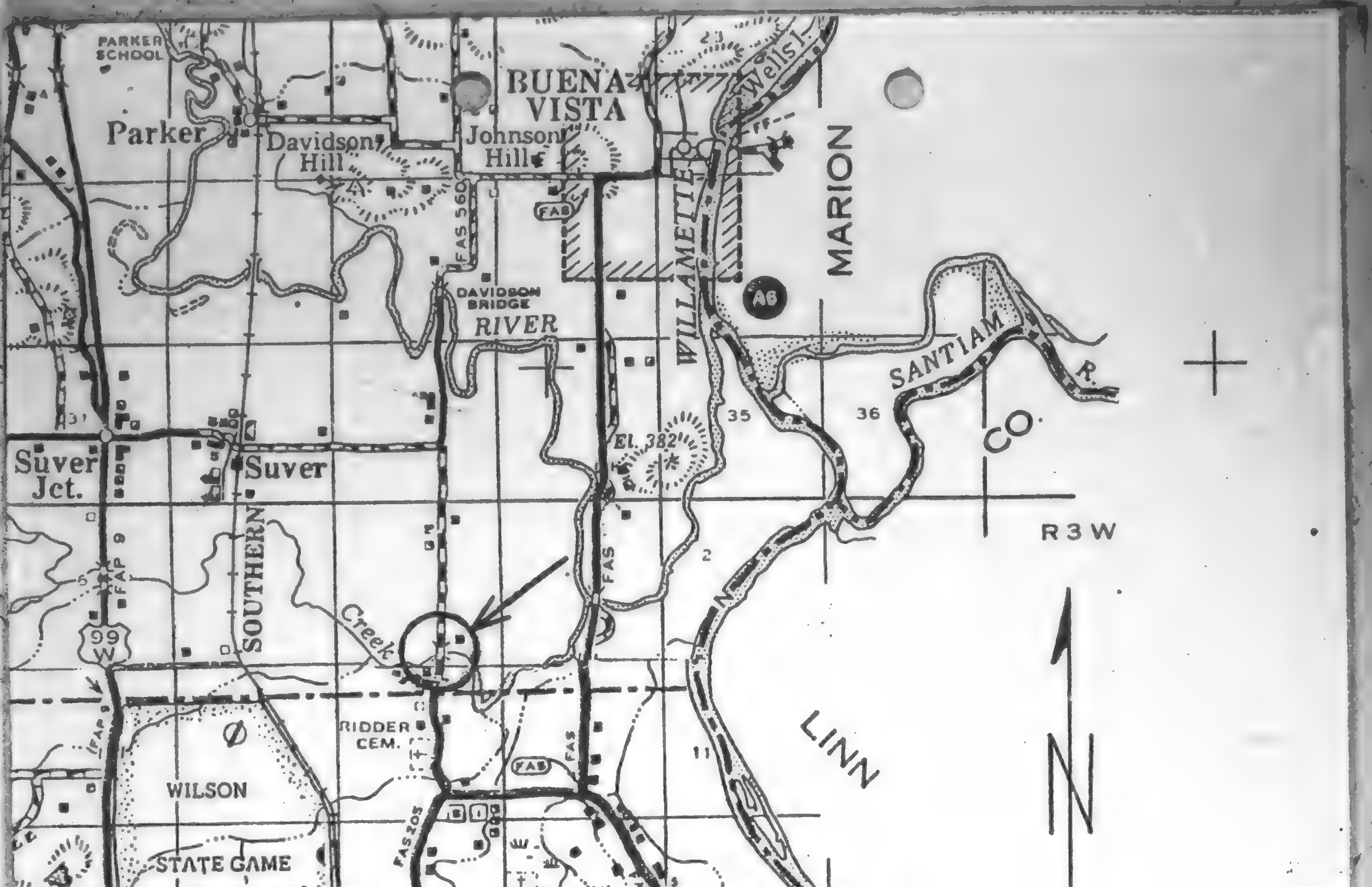
LOCATION PROSPECTUS

Soap Creek Bridge
Independence-Albany Highway
Polk County

April 1979

HIGHWAY:	Independence-Albany Road, FAS A515
TERMINI:	Project is at M.P. 7.8 which is approximately 9 miles South of Independence.
LENGTH:	168'
NARRATIVE:	The purpose of the survey is to prepare P.S. & E. documents for the replacement of a bridge and to improve the vertical alignment in the vicinity of the structure. Polk County forces will do roadwork. Foundation exploration related to structural design will be required. There are no apparent drainage problems, however, there are visible signs of high water on the surrounding slopes to the creek. An economic analysis has not and is not required. No airports will be affected. The County will close the road to traffic and will install the required detour and road closed signs. The contractor will need barricades and signs at bridge site to protect local traffic and his work. This is an FAS-C Project; State will do the P.S. & E. work in addition to the construction engineering.
CHARACTERISTICS:	Present ADT is about 400, with a year 2000 projection of 600. It is anticipated the area will remain rural farm land. The existing roadway is built through or over rolling terrain and the present structure is at the bottom of one of these rolls with a approximate height differential of 20'. The horizontal alignment is straight. Polk County has indicated an intent to improve the vertical alignment.
STANDARDS:	AASHTO Rural. A diviation in structural width is anticipated, from 36' to 32'.
TYPICAL SECTION:	Two 12' travel lanes, with two 4' shoulders.
BRIDGE:	Construct a structure approximately 168 feet in length, allowing for a equipment underpass at the South end. The existing creek is non-navigable. No sidewalks are required.

ACCESS:	No change.
SURFACING:	To be determined during survey; County doing road work.
MATERIAL:	Available from area suppliers.
ADDITIONAL FACILITIES:	A high voltage power line parallels the project on the East and a telephone line lies on the westerly right of way. A NW Nat. Gas line is presently suspended from the structure.
AGREEMENTS:	One with Polk County.
PARKS:	Not applicable.
RIGHT OF WAY:	Some right of way will be required for alignment improvements.


PARKER SCHOOL
Parker
Davidson Hill
BUENA VISTA
Johnson Hill
FAS 560
FAS
DAVIDSON BRIDGE
RIVER
WILLAMETTE
Wells I.
MARION
A6
SANTIAM
R.
CO.
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36
El. 382
R3W
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Suver Jct.
Suver
SOUTHERN
Creek
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RIDDER CEM.
FAS
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LINN
WILSON
STATE GAME
Wellsdale
ffin Bu
FAS 205
GINGLES CEM.
99 W
MANAGEMENT
AREA
CO.
T10S
Palestine
Kay Hill
R3W
COUNTY
ison
Oak Hill
Adair Village
Bowers
FAS 932
FAS
Voss Hill
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FAS
El. 416
Ridge
FAS 205
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NORTH ALBANY
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FAS
S. P.
FAP 10
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10-4
A1
CO.
KOAC
Granger
ALBANY
Pop. 21,930
RY.
FAP
P

9251

OREGON STATE HIGHWAY DIVISION
PROJECT ASSESSMENT

RS-A515(-)

PART 1. GENERAL INFORMATION

A. Project Identification:

Date April 17, 1979

Section Soap Creek Bridge

Unit (if appl)

County Polk

City

Highway Independence-Albany

State Hwy. No. FAS A515

Termini: M.P.(if appl) 7.8

Length 168 feet

Region 2

Construction Estimate $300,000
Program Amount

B. Purpose of Project: To replace an obsolete structure. The existing structure is approximately sixty years old and only provides 16 feet of horizontal clearance. At the present time, a 15 ton load limit is in effect.

C. Origin & History of Project: Administrative action by Polk County has categorized this bridge replacement as priority No. 1 on their bridge replacement program. A Federal Aid Project Request and a request for an Authority for Survey dated April 4, 1979, have been forwarded for processing.

D. General Description of Project: The existing structure and supporting piers are to be removed and disposed of by the contractor. The approaches and other road work is to be done by the County.

Alignment: New ______ Existing X Combined ______

Typical Section: Existing: No. Lanes 2 ; Med. 0 ; Shldrs. 0 ; Parking 0

Proposed: No. Lanes 2 ; Med. 0 ; Shldrs. 2 ; Parking 0

Traffic: Existing Facility: Existing ADT 400 ; Projected ADT [illegible] ; Yr. 2000

Existing Level of Service C

Proposed Facility: Projected ADT 400 ; Yr. 1980

Projected Level of Service C

Right of Way: Additional anticipated yes (Yes, No); if yes, give approx. No. Parcels 4

Acres 0.1 ; Type of Relocation Req. ________________; No. 0

Materials Source, Borrow, Waste Disposal Requirements, if any:

Surfacing and embankment materials to be furnished and placed by Polk County.

Type of Structure(s):

The existing structure is a steel Howe truss supported on concrete piers.

The proposed structure is to be a modern design of reinforced concrete probably supported on concrete piling.

Brief Description of River or Stream and Type of Involvement, if any:

Soap Creek is a northeasterly flowing stream draining an area of the easterly foothills of the coastal mountain range and farm lands of the western Willamette Valley. Soap Creek is a tributary of the Luckiamute River and contributes to the Willamette River fishery resources.

Local City, County or COG priorities of project:

A County priority project.

FHWA and/or OSHD approvals given, if any:

Location or Design Alternatives (identify and describe):

Bridge design alternatives may be considered.

Other Descriptive Information or Comments:

An existing equipment pass under the southerly end of the structure is to be included in the proposed structure plans. Sidewalks or a bikepath crossing the structure are not proposed due to the low population density of the area.

(Attach project sketch map.)

PART II. ENVIRONMENTAL ASSESSMENT

A. Brief Environmental Setting of Project Area:

1. Natural:

The terrain, except for the rather deeply incised stream channel, is flat to gently rolling. The stream headwater originates in the easterly foothills of the Coastal Mountains in Benton and Polk Counties and meanders in a northeasterly direction through the extensive farm lands of the western Willamette Valley. Soils in the lower reaches of the stream channel are generally Dayton silt loam and classed in the capability unit IV W-1 and are suitable for raising grain, grass seed, mint, pasture and hay.

Streamside vegetation is confined to a narrow fringe on either side and consists of willow, maple, an occasional Douglas fir or Oak, Himalaya berries, seedling fruit trees, grass and weeds; a good habitat for game birds, song birds, black-tailed deer, possum, coon, and other small animals.

2. Cultural:

In the vicinity of the bridge site, the stream meanders through a rural farming area. Farms tend to be quite large and farm homes are well scattered throughout the adjacent areas. Farm crops are confined to shallow rooted types of crops that are not affected by a rather high water table.

B. Preliminary Assessment of Environmental Impacts:

1. Consequences and Significance of Right-of-Way Acquisition:

Right of way would be from farm and pasture land adjacent to the existing right of way. The minimal amount that may be required is not considered to be significant.

2. Estimated Impact on Traffic Patterns:

The highway would be closed to through traffic during the bridge replacement. Traffic would be detoured to other local roads requiring some out-of-direction travel and an inconvenience for local residents.

Consequences--Air Quality, Noise, Safety, etc.:

No significant changes in air quality or noise levels are anticipated. Highway safety would be improved by the proposed structure.

3. Estimated Impact on Land Use:

None anticipated.

Consequences:

4. Expected Impact on Natural Ecological Resources:

A small amount of streamside vegetation would be removed.

Consequences:

Not significant.

5. Expected Impact on Cultural and Scenic Resources:

None anticipated; however, a cultural resource survey may be required.

Consequences:

6. Preliminary Identification of Areas of Critical Concern:

None identified.

7. Potential for Controversial Issues:

None identified.

8. Potential for Consistency of Proposal With:

a. Clean Air Implementation Plans

b. Noise Standards A noise study report is required. The project will be investigated to determine if the Statewide Noise Study Report is applicable.

c. Water Quality Standards

d. Area Land Use and Transportation Plans, and Zoning
Replacing an existing structure would be consistent with the above plans and standards.

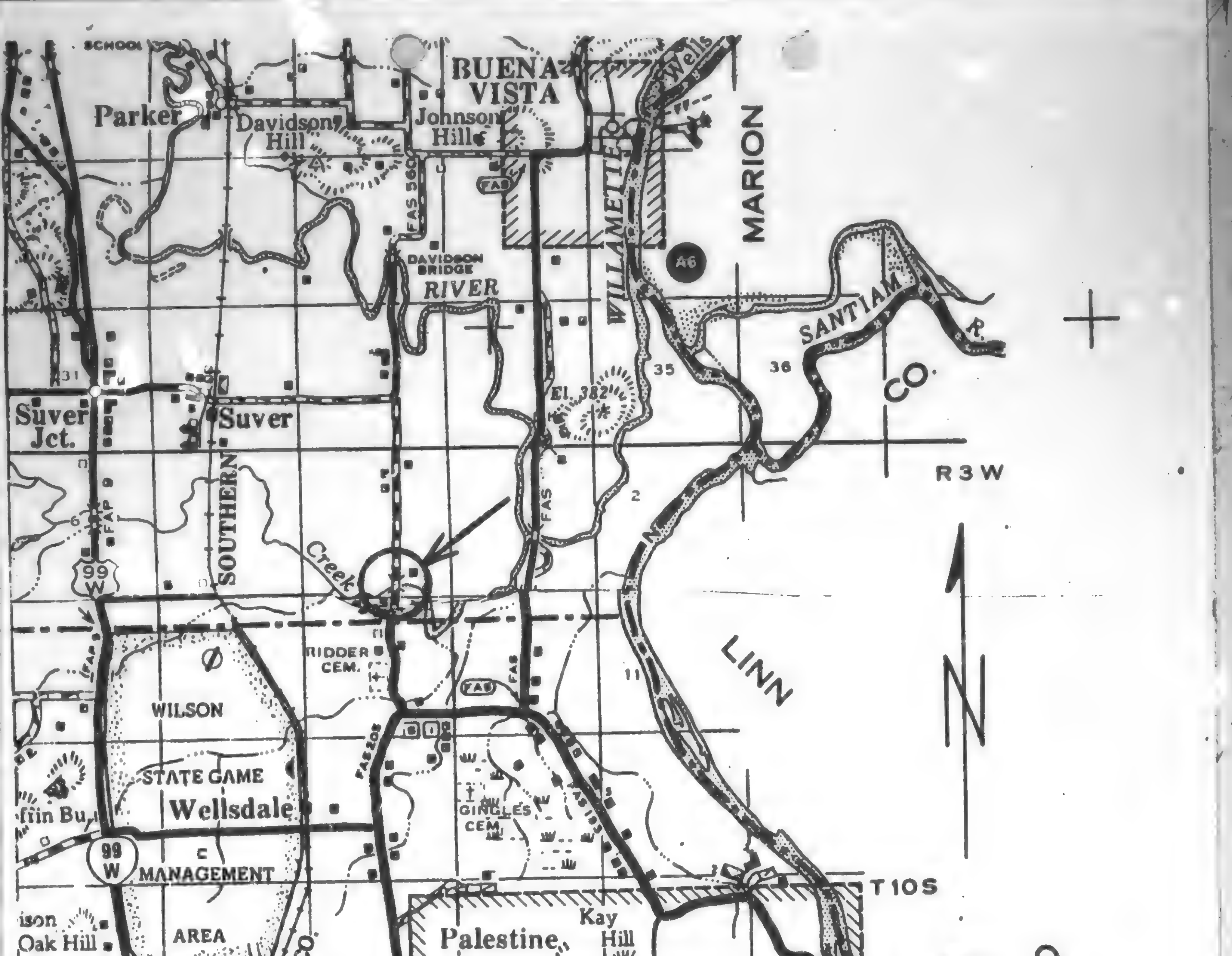
C. Recommended Type of Action and Documentation:

------------MAJOR ACTION------------		_X_-NON-MAJOR ACTION-----
SIGNIFICANT:	NON-SIGNIFICANT:	
____ D & FEIS	____ D & F Neg.Dec.	_X_ ASSESSMENT ONLY
____ Section 4(f)	____ Section 4(f)	____ STATEWIDE ASSESSMENT

Basis for Type of Action and Documentation:

In accordance with FHPM 7-7-2, paragraph 10, projects of this type are generally considered to be non-major actions, and do not require the preparation of an environmental impact statement.

D. Recommended Project Category: ____ 1 ____ 2 _X_ 3 ____ 4


SCHOOL
BUENA VISTA
Parker
Davidson Hill
Johnson Hill
Wells
MARION
WILLAMETTE
FAS 360
FAS
A6
DAVIDSON BRIDGE
RIVER
SANTIAM
R.
CO.
35
36
El. 382
Suver Jct.
Suver
31
R3W
FAP
SOUTHERN
2
Creek
99 W
RIDDER CEM.
LINN
11
WILSON
STATE GAME
Wellsdale
MANAGEMENT
AREA
FAS 205
GINGLES CEM.
Oak Hill
CO.
T10S
Palestine
Kay Hill
R3W
COUNTY
Adair Village
Bowers
FAS 532
Voss Hill
El. 416
Ridge
S. P.
RIVER
MILL
31
36
31
NORTH ALBANY
Logsden
6
CO.
FAP

SOAP CREEK BRIDGE SECTION
INDEPENDENCE-ALBANY HIGHWAY FAS - A515
POLK COUNTY, OREGON

Form 81-734-3000

9251

OREGON STATE HIGHWAY DIVISION

AUTHORITY FOR SURVEY

Section Soap Creek Bridge

Highway Independence - Albany

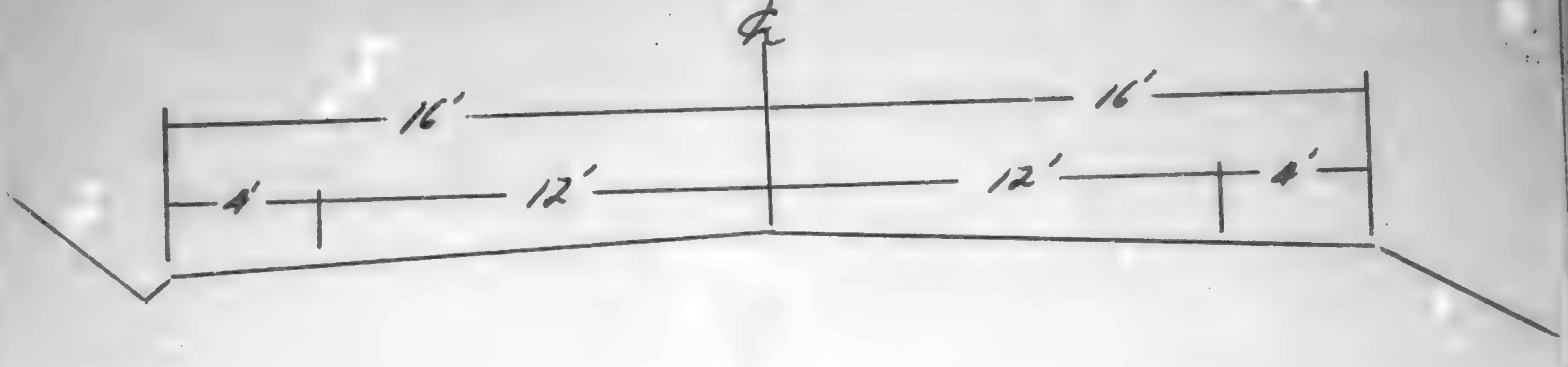
County Polk

Date April 5, 1979

Authorization No. 1

Survey Prefix .... (Assigned by Salem office)

Description of termini, route, length, etc.: M.P. 7.8; 9 miles South of Independence. Overall length, including road work 600'±.



Purpose of survey:

Prepare P.S. & E. documents for structure replacement and approach roadway improvements.

Estimate of cost:

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

Total estimated cost of survey . . . . . . $........

Previous authorization . . . .

Additional authorization requested . . . .

Additional authorization approved (Salem) . ...

Total all authorizations approved (Salem) . . ..

Requests made by:

.... Field Engineer
Richard E. Nelson

Recommended for Approval:

.... Ass. Regional Engineer

Recommended for Approval:

.... Location Engineer

Approved:

.... Assistant State Highway Engineer

SP*19760-734

9251

4-1-79

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

1859

FILE: 27-Hold

Phillip O. Stearns

FROM: Phillip O. Stearns
REGION II FEDERAL AID ENGINEER

TO: D. H. Moehring, Manager
OFFICE OF PROGRAM MANAGEMENT

SUBJECT: Soap Creek Bridge
Independence-Albany Rd.
FAS A515
Polk County

Attached are the following documents for subject Project:

Project Request
Project Environmental Assessment (info copy)
Authority for Survey - to Terpin 4-11-79
Location Prospectus
Prospectus Map
Estimate of Region Costs

The project assessment has been submitted to the Environmental Section with a recommendation for Category 3, non major, assessment only.

The County is requesting bridge replacement only. Grading and paving will be completed by County forces. County will also furnish and install detour signing. Contractor to place barricades and signs at project site. Contractor also removes and disposes of old structure.

Region Office recommends approval of the project. Please process the documents through normal channels.

POS/rgl

#1 on list as of Apr 1, 1979

PROJECT [illegible]
W
1
FA
LG UP
Reynoldson
Lets consider 5-1-79

Polk County Surveyor

County Courthouse
Room 208
DALLAS, OREGON 97338

C. RALPH BLANCHARD
County Surveyor

Phone: [illegible]
Ext. [illegible]

MAR 16 1979

Agenda
3-21-79

REGION 2 ENGINEER
RECEIVED
MAR 2 6 1979
☐ RE ☐ RCE ☐ RME ☐ RTE ☐ ROW
☐ GEO ☐ ENV

March 9, 1979

Mr. Phil Stearns
Regional Engineer
2960 State Street
Transportation Building
Salem, Oregon

Dear Phil:

Herewith are copies of a "Federal Aid Project Request" and "Project Assessment" for replacement of old steel truss bridge over Soap Creek on Corvallis Road about three miles Southeast of Suver Junction.

This bridge is approximately sixty years old and it has been posted for a 15 ton load limit for the past several years. The requested FAS Project is for replacement of the bridge only. Polk County will grade and surface the approaches at the same time as bridge is being constructed. Polk County will close the road to through traffic and install required "detour" and road closed signs. Contractor to place barricades and signs at bridge site to protect local traffic and his work. Contractor to remove and dispose of the existing bridge.

If possible it would be desirable that the Contract be let in the Spring or early Summer of 1980 with as tight a completion time as possible in order for the road closures to be held to a minimum.

If you have any questions, please feel free to call.

Very truly yours,

Ralph Blanchard

C. Ralph Blanchard
Polk County Surveyor and
Assistant Roadmaster

CRB:gd
Enclosures

FEDERAL AID PROJECT REQUEST

Date ____________

Applicant Agency Polk County

Request for: Off-System ____, FAS-C x, FAUS ____ Project

Federal Aid Route No. FAS A515 Route Name Indapendence-Albany Road

Project Name Soap Creek Bridge

Project Length 150 Project Location (Attach sketch map)

Project Description Replace existing bridge under FAS Project, County will perform grading and surfacing work on approaches to improve vertical alignment.

Average Daily Traffic ____________ Design Speed ____________

Complete Applicable Sections:

I. ROADWAY DATA

1. Existing Roadway: (Attach sketch)

Width 32' Travel Lanes ________ Shoulders ________

Medians ________ Parking ________

Sidewalks ________

Remarks ________

2. Desired Roadway Cross Section: (Attach sketch)

Structure design section drawing No. 31643

Width ________ Travel Lanes ________ Shoulders ________

Medians ________ Parking ________

Curbed ________ Length Curb Radii ________

Sidewalk/Bikeway ________

Remarks ________

II. RIGHT-OF-WAY DATA

1. Existing Right-of-Way:

General Width 60' Minimum ________ Maximum ________

2. Has right-of-way been acquired for this project subsequent to January 2, 1971?
Yes ________ No X

3. Will additional right-of-way be needed? Yes X No ________
If answer is "yes," will cost of right-of-way be subject to Federal reimbursement? Yes ________ No ________
Remarks Use of gabions or U-abutments to retain fill, if possible, holding new right-of-way to a minimum and provide for equipment pass under South end of Bridge.

III. TRAFFIC CONTROL DATA

1. Existing Signalization and Location:

None

2. **Proposed Signalization:**

Location None
Type
Phases
Type of Suspension
Interconnected
Remarks

3. **Permanent Signing:**

Include in project or by applicant? By Applicant

4. **Permanent Striping:**

Include in project or by applicant? By Applicant

IV. ILLUMINATION DATA

1. **Existing Illumination and Location:**

None

2. **Proposed Illumination:**

Location None
Type
Remarks

V. STRUCTURE DATA

1. **Existing Structure:**

Location Shown on map
Type Steel truss Bridge [redacted]
Approach Roadway Width 18' Shoulder Width 2
Length 150 feet Width 18'
To remain in place? No

2. **Proposed Structure:**

Location Same as existing
Approximate Size: Length 168' Width 32'

See Structural Design Section Drawing No. 31643

Are sidewalk/bikeways desired? No

Are any utilities to be attached to structure? Yes

Are provisions for illumination desired? No

Are there any unusual or complicating conditions? None

Remarks

VI. RAILROAD DATA

1. Are there any railroad crossings? Yes________ No X

   Name of Railroad

   Existing Crossing Protection

2. Will existing railroad crossing be altered?

   Remarks

VII. ACTION PLAN REQUIREMENTS

During project development for Category 1, 2, and 3 projects, the city or county shall perform and document responsibilities as found indexed in the Oregon Action Plan, particularly Citizen Involvement and Participation; Environmental Aspects; and Public Hearing Requirements.

The OSHD Region Engineer will provide assistance, liaison and monitoring for these activities.

Responsible local office and party to be contacted for the following activities:

1. Citizen Involvement — Polk County Surveyor's Office — Office
2. Environmental — Polk County Surveyor's Office — Office
3. Public Hearing — Polk County Surveyor's Office — Office

Remarks

VIII. GENERAL INFORMATION

1. Project preliminary engineering to be performed by:

   Applicant________ State X Consultant________

Vicinity map completed - Structural Design Section should have copy.

2. Project construction engineering to be performed by:

Applicant________ State X Consultant________

3. Will applicant perform any work prior to or after award of contract?

Yes x No________

If "yes," describe briefly: Grading and Surfacing of approaches.

4. Applicant's estimate of cost for requested project:

Roadway Work	$
Right-of-way costs (if participating)	2,000.
Traffic control	
Illumination	
Structures	298,000.
Railroad	
Other	
Preliminary engineering	
PROJECT TOTAL	$ 300,000.

Remarks________

THIS APPLICATION IS AN OFFICIAL REQUEST FROM:

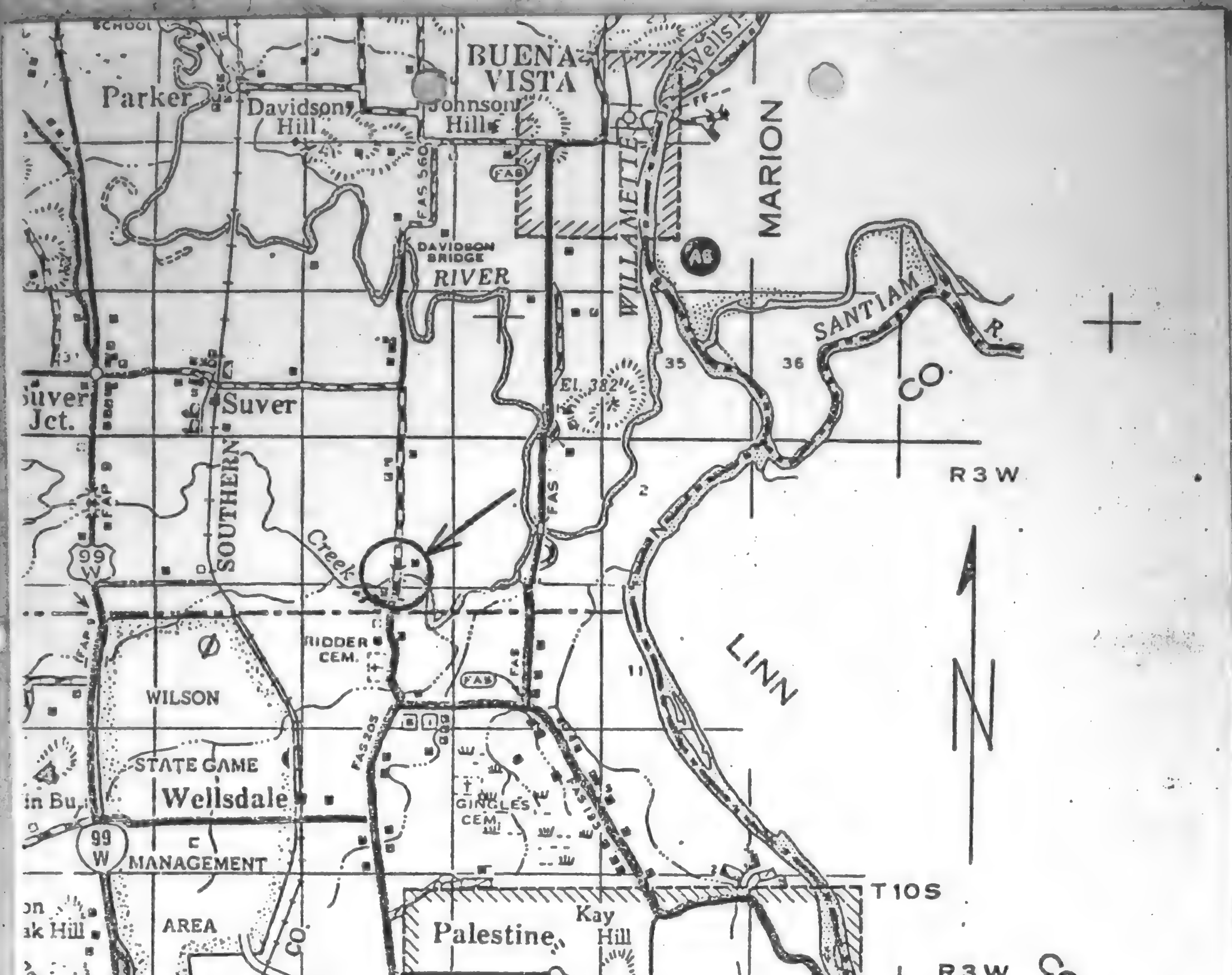
CITY OF ________ and/or Polk COUNTY

By________ By Roy Hardy 3-21-79

By________ By Benj. F. [illegible] 3-21-79

By [illegible]

(1976)


SCHOOL
BUENA VISTA
Parker
Davidson Hill
Johnson Hill
FAS 560
FAS
MARION
WILLAMETTE
Wells
A6
DAVIDSON BRIDGE
RIVER
SANTIAM
R.
CO.
35
36
El. 382
Suver Jct.
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SOUTHERN
FAS
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Creek
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11
STATE GAME
Wellsdale
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T10S
AREA
CO.
Palestine
Kay Hill
ak Hill
R3W
COUNTY
Adair Village
Bowers
RIVER
MILL
FAS 932
Voss Hill
FAS
El. 416
Ridge
FAS 205
31
S. P.
SL.
36
31
NORTH ALBANY
CO.
Logsden
S. P.
A1
FAS
20
FAP 10
KOAC
10.4
RY.
CO.
FAP
Granger
ALBANY
Pop. 21,930

1981 Dairy Crk. Overflow Cul- 9252
vert Sec. of Harrington Rd.
(Culverts)

C+A 7228 2/27/80

9252

OREGON STATE HIGHWAY DIVISI

ITEMIZED STATEMENT OF FINAL COSTS DATE: June 11, 1984

COUNTY: Washington AGREEMENT NO: 7228 PROJECT NO: BROS-3400(5)

CONTRACT NO: 9252 SECTION: Dairy Cr. Overflow (Harrington Rd.)

PRELIMINARY ENGINEERING: Prefix 234-1906

	Participating	Non Participating
Resident Engineer	$ 7,107.91	$
Final Design	808.01	
Region Geology	244.54	
Traffic Section	14.61	
Right-of-Way Liaison	64.94	
Region Utility Liaison	125.04	
Location	1,294.67	
Project Management	90.35	
Specification	1,040.11	
Administrative Services	42.29	
Environmental	108.54	
Foundation Investigation	1,489.42	11.51
Free Culvert Design	18.00	
Total P.E. Cost	$ 12,448.43	$ 11.51
Less Free Culvert Design	18.00	
Total P.E. Cost	$ 12,430.43	$ 11.51

CONSTRUCTION: Prefix 243-1048

	Participating	Non Participating
Work Performed by Contractor	$ 13,547.98	$
Interest on Final Payment		19.49
Resident Engineer Charges	1,482.35	1,405.09
Project Management	32.25	
Materials Lab.	216.63	
Technical Service	41.42	
Construction Branch	123.35	
Region Engineers Office	136.20	
EEO Monitoring Expense	42.35	
Total Construction Cost	$ 15,622.53	$1,424.58

SUMMARY:

Total Participating P.E. Cost	$ 12,430.43
Total Participating Const. Cost	15,622.53
Total Federal Aid Participating Cost	$ 28,052.96

Less Federal Funds		
P.E. 80%	$ 9,944.34	
Const. 80%	12,498.02	$(22,442.36)
County Share 20%		$ 5,610.60
Plus Non Participating County Cost		$ 1,436.09
Less County Advance Deposits		
P.E. 2-20-80	$ 2,720.00 IP	
Const. 2-3-81	4,350.00 IP	(7,070.00)

REFUND DUE COUNTY $23.31

MKS:bkb

9252

U.S. Department of Transportation
Federal Highway Administration

Memorandum

THE OREGON DIVISION - SALEM

Subject: Final Voucher Payment

Date: ~~December~~ Jan. 5, 1983

From: Division Administrator

Reply to Attn. of: HAM-OR/120.3

To: Mr. H. Scott Coulter, State Highway Engineer
Oregon State Highway Division

RECEIVED
JAN 07 1983
CONTRACT ACCOUNTING

The following vouchers have been approved for payment in the amount submitted:

8388	124-1014	US-TOS 265(14)	$ 0.00	Airport Rd. - Lancaster Dr - Interchange
PE	326-1968	M 000C(12)	0.00	Coliseum Area Traffic Signal Expansion
8388	124-1014	M 1560(3)	0.00	25th St - Airport Road Unit.
	310-1984 310-1095	MG 3055(2)	0.00	NE [illegible] SPRR Crossing
	310-1986 310-1096	MG 3120(1)	0.00	NE Garden Valley Blvd SPRR Crossing
	326-1015 26-1917	M 9809(3)	0.00	Pacific Highway at NE Columbia Blvd.
PE	218-1974	BROS 1800(4)	0.00	Sycan River - Brown Road Bridge Sec.
9252	234-1906 234-1048	BROS 3400(5)	0.00	[illegible]
	320-1910 428-1082 320-1016	PMS 000S(63)	0.00	Lane Co. Pavement Marking #2
	303-1005 403-1006 303-1969	PMS 000S(83)	0.00	Oregon City Pavement Marking Project
	117-1012 117-1935	PMS 8(3)	0.00	Murphy - Provolt Section
	234-1927 434-1082 534-1094	HHS 000S(25)	0.00	Washington Co. Guardrail Project #1
8889	120-1019 120-1920	HHS 1035(2)	0.00	2nd St 3rd at 10th St Springfield
ROW	122-2515	HES 21-2(8)	0.00	will be Part 7 [illegible]
	117-1932 117-1010	HES 102(1)	0.00	Rogue River Loop Hwy at River Bend Sec.
	234-1954 234-1024 434-1025	RRO 000S(34)	0.00	SPRR Xing at SW 229th Avenue Sec.
		HPR 1(18)	2181.34	Statewide Railroad Highway Survey

V E

$ 2181.34

Original Signed By
G. W. GRAY
Financial Manager

Dale E. Wilken

NOTED
F. R. GRIFFIN

RECEIVED
JAN 6 1983
HIGHWAY ACCOUNTING

234-1096
234-[illegible]48

MEMORANDUM 9252

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

11-26-82

FINAL VOUCHER FOR PAYMENT UNDER 23 U.S.C. 117

D.O. VOUCHER NO.	
STATE VOUCHER NO.	
DATE	
FHWA SCHEDULE NO.	
PAID BY	

Appropriation:

The United States, Dr., TO Treasurer of the State of Oregon

Address Capitol Bldg. - Salem, OR 97310

STATE Oregon	FEDERAL AID PROJECT NO. BROS-3400(5)
PROGRAM APPROVED	VOUCHER PERIOD From: 1-18-80 To: 8-2-82

FINANCIAL DATA

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
$12,459.94	$12,448.43	80%	$ 9,958.74	$ 9,958.74	$ 0.00
17,047.11	15,622.53	80%	12,498.02	12,498.02	0.00
$29,507.05	$28,070.96	80%	$22,456.76	$22,456.76	$ 0.00

	DATE	BY
RECEIVED IN FHWA DIVISION OFFICE		
FHWA REVIEW PERFORMED		
PASSED FOR PAYMENT		Oregon
FORWARDED BY FHWA DIVISION OFFICE		11/26/82 Controller

0.00

Form FHWA-1447A (4-78) PREVIOUS EDITIONS ARE OBSOLETE

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (*Payee must not use this column*)
	Dairy Cr. O'Flow (Harrington Rd.) Bridge Section County Road in Washington County					
	Preliminary Engineering Type Code P.E. State	All Required			$12,448.43	
	Construction Type Code Y007 Culvert Pipes (Sta. 49+00 To Sta. 49+80) Formal Contract Payment Summary	Lump Sum			13,547.96	
	Construction Engineering State	All Required			2,032.20	
	Misc. Project Cost EEO Monitoring Expense	All Required			42.38	
	Total Participating Project Cost				$28,070.97	
	Nonparticipating Project Cost Interest on Final Payments	All Required			19.49	
	Preliminary Engineering (State)	All Required			11.51	
	Construction Engineering (State)	All Required			1,405.09	
	Total Nonparticipating Project Cost				$ 1,436.09	
	Total Project Cost				$29,507.06	
	Prepared based on Participating Costs as shown on Federal Billing as of 12/2/82.					
	AMOUNT CARRIED FORWARD					

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        234   1906    911      00 P 1
        234   1906    914      00 P 1                                               134.49
        234   1906    920      00 P 1                                                71.28
        234   1906    921      00 P 1                                               942.63
        234   1906    922      00 P 1                                                30.04
        234   1906    923      00 P 1                                                28.54
                      TOT      P1                                                 8,012.02
                   ** JOB TOTALS **              **                  **           8,012.02  **

DIARY CR OVERFLOW       CONT NO     $ FA PROJ NOS BROS3400006 100                                    STATE
        234   1906    296      00 N 9                    6.75           6.75     12,128.74CR
        234   1906    297      00 N 9                                             2,170.00
        234   1906    298      00 N 9                    6.75CR         6.75CR    9,958.79
        234   1906    901      00 P 1 Res. Engr.                                  7,107.91
        234   1906    906      00 P 1 Final Design                                  808.01
        234   1906    910      00 P 1 Soils & Geology                               244.54
        234   1906    911      00 P 1 Signing                                        14.61
        234   1906    913      00 P 1 R/W liaison                                    64.94
        234   1906    914      00 P 1 Utility Liaison               17.85           125.04
        234   1906    918      00 P 1 Reconnaissance & Hydrology                  1,294.67
        234   1906    920      00 P 1 Project Management                             90.35
        234   1906    921      00 P 1 Specifications                26.29CR       1,040.11
        234   1906    922      00 P 1 Admin SVCS Engr.                               42.29
        234   1906    923      00 P 1 Environmental                                 108.54
        234   1906    926      00 P 1 Foundation Investigation                    1,489.42
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ACCOUNT SUMMARY - EXPENDITURES & LEDGERS                       DECEMBER 1982          PAGE  728
                                                                     FISCAL              GRAND TOTAL
      DESCRIPTION            PREFIX  FUNCTION SUB F. GR  CURRENT MONTH    YEAR TO DATE       TO DATE
                        234   1906    926      00 N 1 Foundation Investigation                  11.51
                        234   1906    927      00 P 1 Free Culvert Design                       18.00
                                      TOT      P1                           8.43CR          12,448.43
                                      TOT      N1                                               11.51
                                   ** JOB TOTALS **              **         8.43CR**        12,459.94  **

MCFEE CR BRIDGE         CONT NO     $ FA PROJ NOS BROS3400006 100                                      STATE
                        234   1907    296      00 N 9                                      21,455.79CR
                        234   1907    297      00 N 9                                       2,510.00
                        234   1907    298      00 N 9                                      18,945.79
                        234   1907    901      00 P 1                                      11,000.38
                        234   1907    901      00 N 1                                          47.79
                        234   1907    905      00 P 1                                       2,306.82
                        234   1907    906      00 P 1                                          29.67
                        234   1907    909      00 P 1                                            .50
                        234   1907    910      00 P 1                                         213.54
                        234   1907    911      00 P 1                                          14.61
                        234   1907    914      00 P 1                                          82.22
                        234   1907    918      00 P 1                                       1,124.26
                        234   1907    920      00 P 1                                         114.41
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002 117

OREGON STATE HIGHWAY DEPARTMENT
FHWA BILLING VOUCHER

01/06/83

PAGE [illegible]

PREFIX	GRP FL	FED AID PROJ	AGREEMENT AMOUNT	TOTAL COSTS TO DATE	PARTIC. AMOUNT	% OF PARTIC.	FEDERAL SHARE	AMOUNT PREV. CLAIMED	ADJUSTMENT AND CODE	AMOUNT OF THIS VOUCHER
227-1096	1	BROS-2700-003	109,562.00	137,593.15	136,799.50	80.00	109,439.60	109,439.60		
229-1980	1	BROS-2900-002	27,040.00	266.42	266.42	80.00	213.14	213.14		
229-1981	1	BROS-2900-003	35,120.00	6,295.53	6,295.53	80.00	5,036.42	5,036.42		
>230-1952	2	BROS-3000-003	7,920.00	9,900.00	9,900.00	80.00	7,920.00	7,920.00		
231-1006	1*	BROS-3100-003	85,601.89	107,061.16	107,002.36	80.00	85,601.89	85,601.89		
231-1944	1*	BROS-3100-003	11,542.58	14,428.23	14,428.23	80.00	11,542.58	11,542.58		
		PROJ TOTALS	97,144.47	121,489.39	121,430.59		97,144.47	97,144.47		
231-1013	1	BROS-3100-004	44,224.00	53,514.11	53,514.11	80.00	42,811.29	42,788.47		22.82
231-1948	1	BROS-3100-004	16,000.00	15,976.51	15,698.79	80.00	12,559.03	12,559.03		22.82
		PROJ TOTALS	60,224.00	69,490.62	69,212.90		55,370.32	55,347.50		
233-1030	1	BROS-3300-002	195,513.00	237,840.63	237,840.63	80.00	190,272.50	190,230.74		41.76
233-1940	1	BROS-3300-002	17,856.00	19,621.72	19,621.72	80.00	15,697.38	15,697.38		41.76
		PROJ TOTALS	213,369.00	257,462.35	257,462.35		205,969.88	205,928.12		
>334-1068	1	BROS-3400-002	89,887.00	114,855.26	114,833.49	80.00	91,866.79	89,887.00	1,979.79 B	
234-1902	1	BROS-3400-003	23,600.00	15,449.94	15,271.71	80.00	12,217.37	12,217.37		
234-1052	1	BROS-3400-004	165,252.00	203,822.63	200,182.51	80.00	160,146.01	160,146.01		
234-1903	1	BROS-3400-004	16,400.00	20,922.75	20,432.61	80.00	16,346.09	16,346.09		
		PROJ TOTALS	181,652.00	224,745.38	220,615.12		176,492.10	176,492.10		
234-1048	1*	BROS-3400-005	12,498.02	17,047.11	15,622.53	80.00	12,498.02	12,498.02		
234-1906	1*	BROS-3400-005	9,958.74	12,459.94	12,448.43	80.00	9,958.74	9,958.74		
		PROJ TOTALS	22,456.76	29,507.05	28,070.96		22,456.76	22,456.76		
234-1057	1	BROS-3400-006	98,362.00	126,731.53	122,203.46	80.00	97,762.77	98,362.00		599.230
234-1907	1	BROS-3400-006	21,040.00	23,838.34	23,682.24	80.00	18,945.79	18,945.79		599.230
		PROJ TOTALS	119,402.00	150,569.87	145,885.70		116,708.56	117,307.79		
234-1051	1	BROS-3400-007	246,787.00	294,818.80	294,756.87	80.00	235,805.50	235,805.50		
234-1904	1	BROS-3400-007	23,600.00	29,223.84	29,223.84	80.00	23,379.07	23,379.07		
234-2527	1	BROS-3400-007	4,000.00	1,351.65	1,351.65	80.00	1,081.32	1,081.32		
>434-2535	1	BROS-3400-007	2,000.00	2,000.00	2,000.00	100.00	2,000.00	2,000.00		
		PROJ TOTALS	276,387.00	327,394.29	327,332.36		262,265.89	262,265.89		
234-1910	1	BROS-3400-008	16,720.00	13,945.44	13,945.44	80.00	11,156.35	10,571.70		584.65

RECAPITULATION --APPROPRIATION 117

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ACCOUNT SUMMARY - EXPENDITURES & LEDGERS                              DECEMBER 1982       PAGE  202
                                                                          FISCAL          GRAND TOTAL    AC   E YRS
   DESCRIPTION               PREFIX  FUNCTION SUB F. GR  CURRENT MONTH  YEAR TO DATE      TO DATE        B .    END

                                                                                                         STATE
 DAIRY CR O'FLOW CULVERT   CONT NO 9252 * FA PROJ NOS BROS3400005 100                      13,547.98     81     81
                             234    1048     201    00 P 1                                     19.49     81     81
                             234    1048     206    00 N 1                                                      
                             234    1048     296    00 N 9    2.67CR          .43CR        16,398.02CR   81     83
                             234    1048     297    00 N 9                                  3,900.00     81     81
                             234    1048     298    00 N 9    2.67            .43          12,498.02     81     83
                             234    1048     900    00 P 1                  22.09CR         1,438.56     81     82
                             234    1048     900    00 N 1                   5.09           1,406.09     81     82
                             234    1048     920    00 P 1                                     32.25     81     81
                             234    1048     940    00 P 1                                    193.01     81     82
                             234    1048     941    00 P 1                                     23.62     81     81
                             234    1048     944    00 P 1                                     41.42     81     82
                             234    1048     945    00 P 1                  14.25                123.35     81     82
                             234    1048     946    00 P 1                                    136.20     81     81
                             234    1048     948    00 P 1                  26.43                 43.79     81     82
                             234    1048     985    00 P 1                                     42.35     81     82
                                             TOT       P1                   17.59          15,622.53
                                             TOT       N1                    5.09           1,424.58
                                         ** JOB TOTALS **            **     22.68  **      17,047.11  **

                                                                                                         STATE
 SW CED H BLVD&SW BUT/BAR  CONT NO 9246   FA PROJ NOS HES 9097001 100                      57,766.75     81     82
                             234    1049     201    00 P 1                                               81     83
                             234    1049     204    00 P 1    1,000.00      1,000.00                                
                             234    1049     206    00 N 1      217.67        217.67          217.67     83     83
                             234    1049     210    02 N 1                                    350.00     81     81
                             234    1049     270    01 P 1                                    846.39     81     82
                             234    1049     296    00 N 9      973.96CR    1,041.33CR     59,025.73CR   81     83
                             234    1049     298    00 N 9      973.96      1,041.33       59,025.73     81     83
                             234    1049     900    00 P 1       21.84         21.84        5,809.27     81     83
                             234    1049     900    00 N 1                                  1,400.00     81     81
                             234    1049     911    00 P 1                                     64.63     91     81
                             234    1049     920    00 P 1                                     97.28     81     81
                             234    1049     940    00 P 1                                    332.50     81     81
                             234    1049     941    00 P 1                                    236.93     81     82
                             234    1049     944    00 P 1                    110.97          110.97     82     82
                             234    1049     945    00 P 1                     82.17          172.30     81     82
                             234    1049     946    00 P 1                                    169.96     81     81
                                             TOT       P1     1,021.84      1,214.98       65,605.98
                                             TOT       N1       217.67        217.67        1,967.67
                                         ** JOB TOTALS **     1,239.51  **  1,432.65  **   67,573.65  **

                                                                                                         STATE
 GALES CR(PARSON RD)BRIDGE CONT NO 9254 * FA PROJ NOS BROS3400007 100                     256,041.41     81     82
                             234    1051     201    00 P 1                                     43.00     82     82
                             234    1051     206    00 N 1                                                      
                             234    1051     296    00 N 9                   129.27CR     290,805.50CR   81     82
                             234    1051     297    00 N 9                                 55,000.00     81     81
```

9252

2.

September 11, 1981

Contractor's Bonding & Insurance Co.
1213 Valley Street
Seattle, WA 98109

CON 5
#9252

Gentlemen:

On September 4, 1981, we wrote to you concerning release of final payment on Contract No. 9252 awarded to N. L. Prouty Excavating for the Dairy Creek Overflow Culvert Project in Washington County.

Final payment on this contract is $1,298.96 and the total contract amount is $13,347.98. No work was performed under force account.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

js
cc: N. L. Prouty Excavating
7815 N.E. 99th Street
Vancouver, WA 98662

bc: C. T. Keasey
Walt Hart
E. L. Hardt

9252

L

9-10-81

REPORT OF ACTION UNDER DELEGATED AUTHORITY BY

ASSISTANT STATE HIGHWAY ENGINEER

On behalf of the Commission and under authority delegated to me to accept contracts completed according to specifications, I accepted the following:

Contractor and Contract No.	Section and County	Acceptance Date
Mill Plain Electric, Inc. No. 9189	Mt. Hood Hwy. @ SE 104th Ave. Multnomah County	August 10, 1981
Delta Construction Co. No. 8974	Prairie Rd.-Irving Rd. & Park Ave.-River Rd. Lane County	August 10, 1981
Douglas S. Coats, Inc. No. 9262	Deschutes River (Sheep) Bridge Deschutes County	August 10, 1981
Ross Bros. Construction, Inc. No. 9222	Thornton Lake Bridge Benton County	August 12, 1981
W. R. Grasle Co. No. 9059	N.Tigard Intchge.-SW Beef Bend Rd. (Tigard) Multnomah & Washington Counties	August 14, 1981
A.K. Lundmark & Son, Inc. No. 8978	Nehalem River (CCC) Bridge Tillamook County	September 1, 1981
F. E. Ward, Inc. No. 9238	Little Luckiamute River (Smith Rd.) Bridge Polk County	September 2, 1981
N.L. Prouty Excavating No. 9252	Dairy Creek O'Flow Culvert Washington County	September 3, 1981
Don Haisch Construction, Inc. No. 9212	M.P. 44.5 Marion County	September 4, 1981
Tice Electric Co. No. 9162	Hayden Island-NE Broadway St. (Portland) Multnomah County	September 4, 1981
Peter Kiewit Sons' Co. No. 9017	Yaquina Bay Bridge (Newport) Lincoln County	September 4, 1981

Contractor and Contract No.	Section and County	Acceptance Date
Mill Plain Electric, Inc. No. 9257	SE Harmony Rd. @ International Way Clackamas County	September 8, 1981
Auburn Construction Co. No. 9251	Soap Creek Bridge Polk County	September 10, 1981

September 10, 1981

C. T. Keasey
Asst. State Highway Engineer

Washington Co.

9252

ROAD DESIGN SECTION

Arvey D. Nelson
Resident Engineer

July 29, 1981

Allan L. Hansen
Design Engineer Supervisor

Dairy Creek Overflow Culvert Section
Harrington Road
Washington County

Your Narrative Report on this project indicates that it was handled well. The contractor's work progressed very well based on the workday count that he was allotted.

Quite often, on smaller contracts, the percentage used to establish engineering costs isn't adequate. The $1,898.33 set up for this project, doesn't cover very many man days.

ALH:ja

cc Ed Hardt

9252

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Dairy Creek Overflow Culvert

WEEK ENDING: July 18, 1981

SECTION PREFIX: 234-1048

HIGHWAY: Harrington Road

COUNTY: Washington

NAME OF JOB: Dairy Creek Overflow Culvert

KIND OF WORK: Culverts

CONTRACTOR: N. L. Prouty Excavating

CONTRACT NUMBER: 9252

FEDERAL AID PROJECT NUMBER: BROS-3400(5)

DATE OF CONTRACT: February 25, 1981

DATE WORK STARTED: April 16, 1981

ESTIMATED COMPLETION DATE: May 14, 1981

AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN 0 SUPERVISION: 0

SPECIFIED WORK DAYS: n/a

WORK DAYS USED: n/a

SPECIFIED CALENDAR DAYS: 90

CALENDAR DAYS USED: 66

SPECIFIED COMPLETION DATE: n/a

PERCENT OF TIME ELAPSED: 73%

PROJECT AUTHORIZATION: $ 21,735.83

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100%

EXCLUSIVE OF ENGINEERING: $ 19,837.50

ENGINEERING AUTHORIZATION: $ 1,898.33

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 76%

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 13,547.98

ENGINEERING COST TO DATE: $ 3,015.00

DATE PROJECT WAS COMPLETED: May 14, 1981

ESTIMATED PERCENT UNDERRUN: 32 %

PERCENT OF AUTHORIZATION: 159 %

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
100%	100%	100%	100%	100%			

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)	240 CY	220 Tons			50 Tons
TOTAL QUANTITIES CORRECTED TO DATE	186 CY	151 Tons			59 Tons
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	186 CY	151 Tons			59 Tons
AVERAGE DAILY QUANTITIES	23 CY	151 Tons			39 Tons
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME	0 CY	0 Tons			0 Tons
NUMBER OF SHIFTS PER DAY	0	0			0
HOURS PER SHIFT	0	0			0

EQUIPMENT USED DURING THE WEEK:

None used.

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	Calendar DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Job completed,	0		Project completed May 14, 1981.
MONDAY	no one going to jobsite, no weather being	0		
TUESDAY	Kept.	0		
WEDNESDAY		0		
THURSDAY		0		
FRIDAY		0		
SATURDAY		0		

RECEIVED
JUL 20 1981
CONSTRUCTION BRANCH

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GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

7-12-81 SUNDAY	N. L. Prouty Excavating has completed all work required on this job. No work this week.
13 MONDAY	No work.
14 TUESDAY	No work.
15 WEDNESDAY	No work.
16 THURSDAY	No work.
17 FRIDAY	No work.
7-18-81 SATURDAY	No work.

REMARKS

STATUS: N. L. Prouty Excavating has completed all work required on this job. Did not work this week. Third Notification was submitted on 7-14-81, effective 7-7-81.

State personnel completed Semi-Final Estimate data revisions & submitted data to Region I office on 7-14-81.

ANTICIPATED: Unless directed otherwise, this will be the last Field Engineer's Weekly Report submitted for this project.

SIGNED Ele L Calhoun LOCATION 9250 N.E. Skidmore, Portland, Oregon
for: Arvey D. Nelson, Res. Eng'r.

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP-F216

7252

STATE COPY 2

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NUMBER 3-73	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	State OREGON
PROJECT REPORT NUMBER	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT** 3/10/81	County WASHINGTON
MODIFICATION NUMBER 1		Project Number BROS-3400(5)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on February 26, 19 80, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 17,100.00	$ 38,836.00
Federal funds	$ 13,680.00	$ 31,068.00
Other revisions		

This modification is made for the following reasons: Adding construction phase.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 10th day of March, 19 81.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By D.H. Moehring
Asst. State Highway Engineer
(Title)

~~By~~ XX For: H.S. Coulter
State Highway Engineer
(Title)

By
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)
For: E.J. Valach (actg.)

Form FR-2A
(Rev. - 10-75)

Previous editions are obsolete

file

Oregon State Highway Division
Salem, Oregon, March 3, 1981

Federal Aid Project
No. BROS-3400(5)

Dairy Creek O'Flow Culvert Section
Harrington County Road
Washington County

Revised Project Agreement.

Type Code P.E.

Preliminary Engineering	All Required	$ 17,100.00

Type Code Y007
Culvert Pipes (Sta. 49+00 to Sta. 49+50)

Mobilization	All Required		$ 200.00
Temporary Protection and Direction of Traffic	All Required		200.00
Temporary Signs	58 Sq.Ft.	$ 2.50	145.00
Temporary Continuous Rail Traffic Barrier, Reflectorized	50 Lin.Ft.	4.00	200.00
Flagmen	150 Hour	16.00	2,400.00
Clearing and Grubbing	All Required		200.00
Ditch Excavation	60 Cu.Yd.	6.00	360.00
Embankment in Place	200 Cu.Yd.	7.50	1,500.00
Trench Excavation	150 Cu.Yd.	4.50	675.00
Aggregate Base	220 Ton	9.15	2,013.00
Class "B" Asphalt Concrete	50 Ton	54.50	2,725.00
12-inch Culvert Pipe	56 Lin.Ft.	5.00	280.00
36-inch Culvert Pipe	75 Lin.Ft.	18.35	1,376.25
54-inch Arch Type Pipe	168 Lin.Ft.	33.00	5,544.00
36-inch Metal Flap Gates	1 Each	725.00	725.00
Loose Riprap, Class 50	40 Cu.Yd.	11.00	440.00
	Subtotal		$18,983.25
	Engineering		2,752.75
	Total		$21,736.00

Length of Roadway .... 0.00 mi.

Oregon State Highway Division
Salem, Oregon, March 3, 1981

Federal Aid Project
No. BROS-3400(5)

SUMMARY OF FUNDS (80%)

Description	Total Cost	Federal Funds	State Funds	County Funds
Preliminary Engineering	$17,100	$13,680	$ 700	$2,720
Culvert Pipes	21,736	17,388	---	4,348
TOTAL	$38,836	$31,068	$ 700	$7,068

Group 1 100%
Contract No. 9252
Prefix: 234-1906
Prefix: 234-1048

2

STATE COPY

OMB No. 04-R2089

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO. 3-11	U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION **FEDERAL-AID PROJECT AGREEMENT** 2-26-80	State Oregon County Washington Project No. BROS-3400(5)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Co. Rd., Approx. 3 mi. W. of N. Plains.

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING	1-18-80	0.1
RIGHTS-OF-WAY		
CONSTRUCTION		
OTHER *(Specify)*		

FUNDS PRO RATA 80.0%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 17,100.00	$ 13,680.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)
By
Asst. State Highway Engineer
(Title)
XX For: H.S. Coulter
By
State Highway Engineer
(Title)
By
(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
By
(Division Administrator)
For: G. L. Green
Date executed by Division Administrator

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Gen. File

Oregon State Highway Division
Salem, Oregon February 19, 1980

Federal Aid Project
No. BROS-3400(5)

Dairy Cr. O'Flow (Harrington Rd.) Bridge Section
County Road in Washington County

PROJECT AGREEMENT ESTIMATE

Type Code PE

Preliminary Engineering	All Required	$17,100.00
	TOTAL	$17,100.00

Length of Project - - - - - - - - - - - - -0.01 mi.

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds	County Funds
Preliminary Engineering	$ 17,100.00	$ 13,680.00	$ 700.00	$ 2,720.00
Retain in Program				
PS&E Status	$ 80,000.00	$ 64,000.00	$ -----	$ 16,000.00
TOTAL	$ 97,100.00	$ 77,680.00	$ 700.00	$ 18,720.00

Group 1 - 100%
Prefix 234-1906
Pro-rata 80.0%

9252

1.

2-25-81

CONTRACT NO.
9252

PROJECT AUTHORIZATION AND RECORD OF WORK ORDERS
OREGON DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

SECTION Dairy Creek O'Flow Culvert		HIGHWAY Harrington Road	F.A. PROJECT NUMBER BROS-3400(5)
COUNTY Washington	JOB PREFIX 234-1048	KIND OF WORK Culverts	~~PRIMARY~~ SECONDARY
CONTRACTOR N. L. Prouty Excavating		AWARD DATE FEB 25 '81	WORK DAY COUNT BEGINS
RESIDENT ENGINEER Arvey Nelson	LOCAL GOVT. OR CONSULTANT ENGINEER		REGION ENGINEER E. L. Hardt

SPECIFIED COMP. DATE 90 C D	TIME EXTENSION	APPROVAL DATE	FIRST NOTIFICATION	COMMISSION ACCEPT. DATE
			SECOND NOTIFICATION	STORED IN BOX NUMBER
			THIRD NOTIFICATION	LOCATION

CONSTRUCTION AUTHORIZATION

CONTRACT AMOUNT		$ 18,983.25
ADDITIONAL ANTICIPATED ITEMS	AMOUNT	
TOTAL ADDITIONAL ANTICIPATED ITEMS		

SECURITIES OR BONDS DEPOSITED IN LIEU OF RETAINAGE			
DATE	AMOUNT	DATE	AMOUNT

APPROVED REDUCTIONS IN RETAINAGE			
DATE	AMOUNT	DATE	AMOUNT

SUBTOTAL	$ 18,983.25
CONTINGENCIES (4½ %)	$ 854.25
CONSTRUCTING ENGR. (10 %)	$ 1,898.33
SUBTOTAL	$ 21,735.83
CREDIT:	( )
ORIGINAL CONSTRUCTION AUTHORIZATION TOTAL	$ 21,735.83
AUTHORIZATION INCREASE APPROVED BY COMMISSION	
REVISED CONSTRUCTION AUTHORIZATION TOTAL	$

RECORD OF WORK ORDERS ON REVERSE SIDE

9252

February 3, 1981

ACC

Washington County Board
of Commissioners
Courthouse
Hillsboro, Oregon 97123

Attn: Larry Rice
Director of Public Works

Gentlemen:

On January 29, 1981 the Highway Division received a satisfactory bid from R. L. Prouty Excavating, 7815 N.E. 99th Street, Vancouver, Washington 98662 for Dairy Creek O'Flow Culvert Section of Harrington Road. We anticipate the construction cost to be:

Contractor's Bid	$18,983.25
4 1/2% Contingencies	$ 854.25
10% Engineering	1,898.33
ESTIMATED TOTAL COST	$21,735.83

County's Advance Deposit:
20% of $21,735.83 = $4,347.17 or say $ 4,350.00

We will award the contract when we receive your advance deposit, which should arrive no later than February 20, 1981.

The attached sheet describes the three options for making your advance deposit. Please select the option you desire and submit your advance deposit according to the instructions.

Very truly yours,

D. E. Swan
Operation Programming Engineer

KEH:pf
Attachment

bcc w/AD # 855: Jon Rose, Region H Federal Aid Engineer
Vern Skoog - Please return completed AD # 855 when advance deposit is received.

Rec'd
2-25-81
$4350
per Jim Peterson

9252 ↓ →

Wash

ENVIRONMENTAL REVIEW CHECKLIST

~~Jan~~ 29 '81
~~Dec~~ 18,
~~November 20, 1980~~ Bid Letting __________ All Clear Deadline

ALL CLEAR 12/30/80
Donald L. Dant

SECTION DairyCr. O'vlow (Harrington) Br.
Highway ____________
County Washington Region 1
Type of Work Structure Funds HBR(OS)
State___ Consultant ___ Plans Avail.___Yes ___No

Bill

~~Statewide Noise~~

DOCUMENTS:

	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR	
EIS	☒					
Negative Declaration	☒					
Project Assessment		☒			☒	
Write-off Letter	☒					

PERMITS:

	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR	
Division of State Lands	☒					Over flow area only
D.O.G.M.I.	☒					
Corps of Engineers		☒			X	General Permit
Coast Guard	☒					
Co. Conditional Use	☒					
NPS Air Pollution	☒					
NPS Water Pollution	☒					

CULTURAL:

	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR	
Cultural Survey		☒			☒	
Cultural Salvage	☒					

NOISE:

	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR	
Noise Study		☒			☒	

9252 Revised 10-[illegible]

Section	Dairy Creek O'[illegible]w Culvert Sec.	Programming Estimate $	46,000
Highway	Harrington Road	Project Length	0.02 mile
County	Washington	Completion Time	
Kind of Work	Culverts	Est. Comp. Date	
Prefix	234-1906 Letting Date Dec. 18, 1980	Project No.	BROS-3400(5

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount	$ 40,041.00
Anticipated Additional Items:	
Royalty Payment.	
Permit Fees	
Slide Correction	
Railroad Protective Costs	
Other Railroad Costs	
Permanent Signing	
Permanent Pavement Striping	
Temporary Pavement Striping.	
Remove Pavement Striping (Exist. & Temp.) . . .	
Temporary Erosion Control	
State Furnished ______	$ —
Roadside Seeding & Mulching	
Asphalt Cement Adjustment	
On the Job Trainees	
State Responsibility for Damages	
Signal Controller Testing (Engineering)	
Bikeway Signs	
Furnish Mailbox Posts	
Adjust Utilities:	
Subtotal	$ 40,041 —
Contingencies (4-1/2%)	1,801.85
Engineering (~~8~~, ~~9~~, [✓ 10%])	4,004.10
Subtotal	$ 45,846.95
Credit for ______	—
Estimated Net Authorization, Construction	$ 45,846.95

APPROVED

____
Road Design Engineer

Rev. 5/79

OREGON STATE HIGHWAY DIVISION

SUMMARY--BID SCHEDULE--COST ESTIMATE

Sheet 1 of 1

Date 10/8/80

Section Dairy Creek O'Flow Culvert Sec.

County Washington

Kind Of Work Culverts

Length 0.02

Name B. Bergstedt 10-20-80

No	Item	Code	Unit	Quant.	Unit Cost	Total
	Mobilization		All	All	(8%)	3000
	Temporary Protection and Direction of Traffic		All	All	-	1000.00
	Temporary Signs		S. Ft.	58	6.00	348.00
	Temporary Continuous Rail Traffic Barrier, Reflectorized		Lin. Ft.	50	10.00	500.00
	Flagmen		Hour	150	23.50	3,525.-
	Roadwork					
	Clearing and Grubbing		All	All	-	1,000.00
	Ditch Excavation		Cu. Yd	60	10.00	600.00
	Embankment in Place		Cu. Yd.	200	16.00	3,200.00
	Trench Excavation		Cu. Yd.	150 ~~145~~	10.00	1,500 ~~1,450.00~~
	Aggregate Base		Ton	220	15.00	3,300.00
	Class "B" Asphalt Concrete		Ton	50	65.00	3250.00
	12-inch Culvert Pipe		Lin. Ft.	56	18.00	1008.00
	36 ~~48~~-inch Culvert Pipe		Lin. Ft.	75	50	3,750.00
	54-inch Arch Type Pipe		Lin. Ft.	168	70.00 ~~95.00~~	11,760.00
	36 ~~48~~-inch Metal Flap Gates		Each	1	1300.00	1,300.00
	Loose Riprap, Class 50		Cu. Yd.	40	25.00	1,000.00

OREGON STATE HIGHWAY DIVISION
117 DOT Building
Salem, Oregon 97310
9252
Attention: Right-of-Way Section

11-25-80

Highway# [illegible]
Profix 234-1906

Subject: Federal Aid Project No.
Project Name Dairy Cr. O'Flow Bridge
Harrington County Road

Regarding the above referred to federal aid project, we hereby certify that to the best of our knowledge and belief:

A. Existing Right-of-Way

☐ 1. All construction can be accomplished completely within the existing right-of-way. This existing right-of-way was acquired prior to January 2, 1971.

B. New Right-of-Way

☒ 1. This project required additional right-of-way purchased after January 2, 1971. Right-of-way, easements, or rights-of-entry required for this project have been secured in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, and all incidental charges related to the transfer of property will be paid by the county in accordance with said Act.

☒ a. There has been no displacement of persons from residences, farms or businesses.

OR

☐ b. There has been displacement of persons from either residences, farms or businesses and in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, displaced persons, businesses, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals or families have been relocated to decent, safe and sanitary housing or have been offered decent, safe, sanitary and fair housing immediately available on the open market.

C. Utilities

☒ 1. The occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to federal aid project have been authorized by permit, franchise, or other approved procedure.

Signed at Hillsboro, Oregon, this 25th day of November, 1980

County of WASHINGTON

Virginia Dagg
Virginia Dagg County Judge/Chairman

Commissioner

Commissioner

Certified By:

Kenneth Rolfe
Regional Right-of-Way Supervisor
Date Dec. 9, 1980

APPROVED WASHINGTON COUNTY
BOARD OF COMMISSIONERS
MINUTE ORDER # 80-837
DATE 11-25-80
BY

Instructions: Complete A or B and C.
R/W File No.
Rev. 1/76

11-10-80

DAIRY CREEK O'FLOW CULVERT SEC. HARRINGTON ROAD WASHINGTON COUNTY				SHEET No. 1
FED. ROAD DIV. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
10	OREGON			See Index

OF OREGON

9252

F TRANSPORTATION

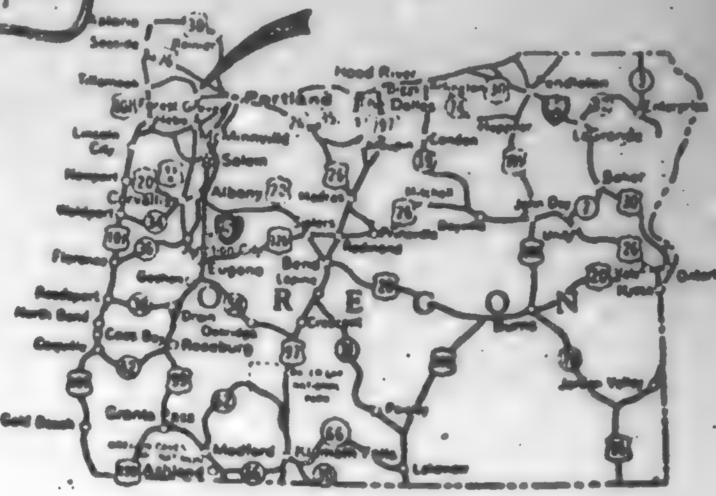
HWAY DIVISION

PRELIMINARY COPY
OCT 31 1980
SUBJECT TO CHANGE
FINAL DESIGN UNIT

HBK (251)

PROPOSED PROJECT

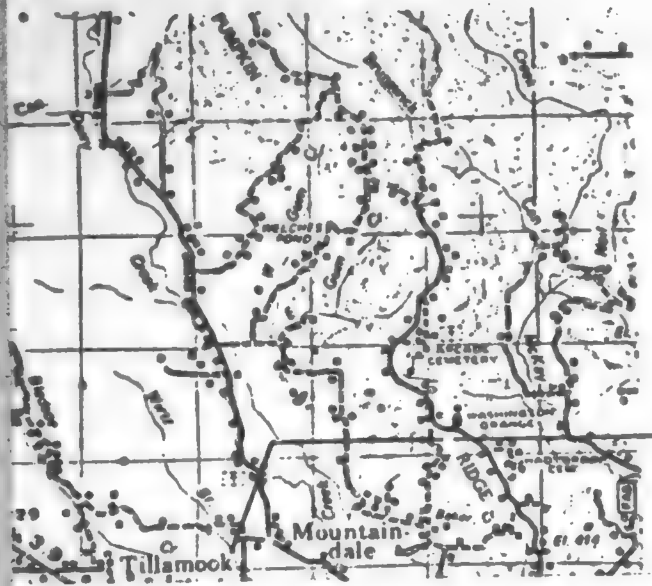
AS REVISED



LOW CULVERT SEC.

GTON ROAD

NGTON COUNTY



APPROVED AS NOTED
Michael A. Borresen
Washington County Public Works
For Larry Rice, Director
Date 11/10/80

BEGINNING OF PROJECT
Sta. 49+00

WASHINGTON COUNTY

Inter–Department Correspondence

Date 11/10/80

To : Jon Rose

From : Mike Borresen

Subject : Dairy Creek Overlay

11-17-80
Forwarded to Bud Mann
HK

Please note my comments. Between the first set of plans and this set, the culvert size has been changed by ? It should by 64", not 54"

92252

Section Dairy Creek [illegible]low Culvert Sec. **Progra**[illegible]**ing Estimate $**

Highway Harrington Road **Project Length** 0.02 mile

County Washington **Completion Time**

Kind of Work Culverts **Est. Comp. Date**

Prefix 234-1906 **Letting Date** Dec 18, 1980 **Project No.** BROS-3400(

ROUTING SLIP—DEPT. OF TRANSPORTATION

Date: 10-27-80

Director
Chief of Operations
Asst. Dir.-Administration
Asst. Dir.-Transportation Policy & Program Develop.
Accounting (Highway)
Administrative Services
Chief Counsel
Commission Services
Construction
Data Processing (Trans. Bldg.)
Employee Development
Engineering (Design)
Environmental
Equipment Shops & Storeroom
Finance (DOT)
FHWA

General Files
General Services (DOT)
Information Systems (Lana Ave.)
Labor Relations
Landscape
Library
Location
Mail Room
Maintenance
Materials & Research
Motor Vehicles
Organization & Manpower Services
Parks & Recreation
Permits & Weighmaster
Personnel Operations
Photocopy
Proj. Mgmt. & Operations Planning

Public Affairs
Public Transit
Radio
Right of Way
Safety & Health Services
Sign Shop
State Highway Engineer
Structures
Technical Services Engineer
Traffic Support Services
Transportation Policy & Program Development
Travel Information
Utilities
[✓ Metropolitan]
Region Number
District Number

ATTENTION: Jon Rose

FROM: Proj. Mngt.

COMMENTS: Please inform the county.

Form 731-0022 (7/78) SP*70682-734

CONSTRUCTION AUTHORIZATION

Contract Amount	$ 41,928 —
Subtotal	$ 41,928 —
Contingencies (4-1/2%)	1,886 ^{76}
Engineering (~~8~~, ~~9~~, [✓ 10%])	4,192 ^{80}
Subtotal	$ 48,007 ^{56}
Credit for	
Estimated Net Authorization, Construction	$ 48,007 ^{56}
Est. PE Costs	11,000.00
Est Project Costs	59,007.56
Less Federal Share (80% of 59,007.56)	47,206.48
Less County PE advance deposit.	2,720.00
County share of Construction Costs	$ 9,081 ^{08}

APPROVED

Road Design Engineer

Section Dairy Creek [illegible]low Culvert Sec. Programming Estimate $

Highway Harrington Road Project Length 0.02 mile

County Washington Completion Time

Kind of Work Culverts Est. Comp. Date

Prefix 234-1906 Letting Date Dec 18, 1980 Project No. BROS-3400(

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount		$ 41,928 —
Anticipated Additional Items:		
Royalty Payment.		
Permit Fees		
Slide Correction		
Railroad Protective Costs		
Other Railroad Costs		
Permanent Signing		
Permanent Pavement Striping		
Temporary Pavement Striping.		
Remove Pavement Striping (Exist. & Temp.) . . .		
Temporary Erosion Control		
State Furnished		
Roadside Seeding & Mulching		$ —
Asphalt Cement Adjustment		
On the Job Trainees		
State Responsibility for Damages		
Signal Controller Testing (Engineering)		
Bikeway Signs		
Furnish Mailbox Posts		
Adjust Utilities:		
. . . .		
. . . .		
. . . .		
. . . .		
. . . .		
Subtotal		$ 41,928 —
Contingencies (4-1/2%)		1,886 7
Engineering (~~8~~, ~~9~~, [✓ 10%])		4,192 80
Subtotal		$ 48,007 5
Credit for		—
Estimated Net Authorization, Construction		$ 48,007 56
	Est. PE Costs	11,000.00
APPROVED	Est Project Costs	59,007.56
	Less Federal Share (80% of 59,007.56)	47,206.48
	Less County PE advance deposit.	2,720.00

Road Design Engineer County share of Construction Costs $ 9,081 08

OREGON STATE HIGHWAY DIVISION

SUMMARY--BID SCHEDULE--COST ESTIMATE

Sheet 1 of 1

Date 10/6/80

Section Dairy Creek O'Flow Culvert Sec.

County Washington

Kind Of Work Culverts

Length 0.02

Name B. Kergsvedt

10-20-80

No	Item	Code	Unit	Quant.	Unit Cost	Total
	Mobilization		All	All	(8%)	3,120
	Temporary Protection and Direction of Traffic		All	All	-	1000.00
	Temporary Signs		Sq. Ft	58	6.00	348.00
	Temporary Continuous Rail Traffic Barrier, Reflectorized		Lin. Ft.	50	10.00	500.00
	Flagger		Hours	150	23.50	3,525.00
	Roadwork					
	Clearing and Grubbing		All	All	-	1,000.00
	Ditch Excavation		Cu. Yd	60	10.00	600.00
	Embankment in Place		Cu. Yd.	200	16.00	3,200
	Trench Excavation		Cu. Yd.	145	10.00	1,450.00
	Aggregate Base		Ton	220	15.00	3,300.00
	Class "B" Asphalt Concrete		Ton	50	65.00	3,250
	48-inch Culvert Pipe		Lin. Ft.	75	85.00	6,375.00
	54-inch Arch Type Pipe		Lin. Ft.	168	70.00 ~~95.00~~	11,760
	48-inch Metal Flap Gates		Each	1	1500.00	1,500.00
	Loose Riprap, Class 50		Cu. Yd.	40	25.00	1,000.00

```
TOTAL TO DATE JOB COST SUMMARY                                         SEPTEMBER 1980      PAGE  581
                                                                           FISCAL          GRAND TOTAL
DESCRIPTION OF JOB OR DEPARTMENT      PREFIX    FUNCTION  GR  CURRENT MONTH  YEAR TO DATE      TO DATE

  DIMMY CR OVERFLOW            CONT NO       FA PROJ NOS BROS400008 100                                  STATE
                                   234   1906     296      00 N 9      490.44CR          5.61        7,203.18CR
                                   234   1906     298      00 N 9      490.44            5.61CR      7,203.18
                                   234   1906     901      00 P 1                      526.38        6,518.18
                                   234   1906     910      00 P 1                                      244.54
                                   234   1906     911      00 P 1                                       14.61
                                   234   1906     913      00 P 1                                       64.94
                                   234   1906     914      00 P 1                                       32.22
                                   234   1906     918      00 P 1       39.64          862.07        1,220.38
                                   234   1906     920      00 P 1                                       14.07
                                   234   1906     922      00 P 1        4.13            4.13            4.13
                                   234   1906     923      00 P 1       26.58           26.58           78.64
                                   234   1906     926      00 P 1                      317.54        1,489.42
                                   234   1906     926      00 N 1                                       11.51
                                   234   1906     927      00 P 1                       18.00           18.00
                                                  TOT         P1        70.35        1,795.17        9,699.32
                                                  TOT         N1                                       11.51
                                             ** JOB TOTALS **           70.35  **    1,795.17  **    9,710.83  **

  MCFEE CR BRIDGE              CONT NO       FA PROJ NOS BROS400006 100                                  STATE
                                   234   1907     296      00 N 9    1,013.87CR      3,017.54CR     13,009.21CR
                                   234   1907     298      00 N 9    1,013.87        3,017.54       13,009.21
                                   234   1907     901      00 P 1       26.58          744.94        9,681.61
                                   234   1907     901      00 N 1                                       44.60
                                   234   1907     905      00 P 1      418.46        1,715.70        1,715.70
                                   234   1907     906      00 P 1                       29.67           29.67
                                   234   1907     909      00 P 1                         .50             .50
                                   234   1907     910      00 P 1                                      213.54
                                   234   1907     911      00 P 1                                       14.61
                                   234   1907     914      00 P 1                                       32.22
                                   234   1907     918      00 P 1                      961.06        1,106.26
                                   234   1907     920      00 P 1                                       14.07
                                   234   1907     926      00 P 1       10.21           62.78        3,843.84
                                   234   1907     926      00 N 1                                       14.74
                                   234   1907     927      00 P 1                       27.00           64.74
                                   234   1907     960      00 N 1                                       93.57
                                                  TOT         P1       455.25        3,531.68       16,716.76
                                                  TOT         N1                                      152.91
                                             ** JOB TOTALS **          455.25  **    3,531.68  **   16,869.67  **

  SPTC MINGASH 160TH AVE       CONT NO       FA PROJ NOS RRP 065001 100                                  STATE
                                   234   1908     906      00 P 1                                      136.07
                                                  TOT         P1                                       136.07
                                             ** JOB TOTALS **                  **              **      136.07  **

  OERR MIND & MERLO RD         CONT NO       FA PROJ NOS RRP 00S033 100                                  STATE
                                   234   1909     906      00 P 1                                       49.50
```

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TOTAL TO DATE JOB COST SUMMARY                                         SEPTEMBER 1980      PAGE  582
                                                                           FISCAL          GRAND TOTAL
DESCRIPTION OF JOB OR DEPARTMENT      PREFIX    FUNCTION  GR  CURRENT MONTH  YEAR TO DATE      TO DATE
                                                  TOT         P1                                        49.50
                                             ** JOB TOTALS **                  **              **       49.50  **

  MCKAY CR BR (HORNECKER RD)   CONT NO     X FA PROJ NOS OS 400001 100                                   STATE
                                   234   1918     296      00 N 9                                   22,506.49CR
                                   234   1918     297      00 N 9                                   10,332.00
                                   234   1918     298      00 N 9                                   12,174.49
                                   234   1918     901      00 P 1                                      395.06
                                   234   1918     903      00 P 1                                    2,823.72
                                   234   1918     904      00 P 1                                      208.38
                                   234   1918     905      00 P 1                                      492.79
                                   234   1918     906      00 P 1                                    5,402.04
                                   234   1918     910      00 P 1                                       96.24
                                   234   1918     914      00 P 1                                      104.63
                                   234   1918     915      00 P 1                                       [illegible]
                                   234   1918     918      00 P 1                                       [illegible]
```

9252

WASHINGT
ADMINISTRATION BUILDI
HILLSBORO,

BOARD OF COMMISSIONERS
MILLER M. DURIS, Chairman
JIM FISHER, Vice Chairman
VIRGINIA DAGG

Date 10/16/80
From Metro Jon Rose Wash
To Boz Swan
[✓ Program Mgmt.] Traffic Region 1
Comments: Washington County has approved, as noted, the attached plans. Please relay this informat to the design section so that the modifications can be made. Design should work closely with Mike Borresen.
Jon Rose

October

Jon Rose
Federal Aid Specialist
Oregon Department of Transportatio
5821 N.E. Glisan
Portland, Oregon 97213

Subject: Dairy Creek Overflow

Dear Jon:

Attached is a signed copy of the preliminary plans for the roadwork for Dairy Creek overflow (Harrington Road) culvert project. After reviewing the plans and the subject site, I would like to make the following recommendations:

The opening under the overflow structure is deeper than either the land upstream or downstream of the bridge and therefore recommend that the new culverts be installed with a minimum amount of cover in order to raise the invert as much as possible. A second observation is that there is an existing berm on the east side of Dairy Creek between the creek and the farmer's access road. The culvert to be installed in the overflow ditch will have to extend through the earthen berm and will need a flap gate in order to prevent water from backing up from Dairy Creek back into the farmer's field. The overflow ditch does not need to be any deeper than the ground around the farmer's field which would make it approximately a foot and one-half to two feet higher than the invert of the new culverts. It could then be constructed with a minimum slope between the new culverts and Dairy Creek to the west. The culvert that would be installed under the access road and under the berm would only need to be a 57"x 38" arch type pipe.

As the farmer uses the area between Harrington Road and his orchard as an access, I would therefore recommend that the easement for this overflow ditch be only 15 feet wide and the ditch be constructed as close to Harrington Road as is possible.

If there are any questions about these changes, please feel free to contact me.

Very truly yours,

Michael A. Borresen
Michael A. Borresen
Project Development Engineer

MAB:ja
Attachment

c.c. D.O. Christensen

RECEIVED
OCT 27 1980
ROAD DESIGN SECTION

Anderson
1 Christensen
Olson
Sullivan
Terpin
Trout
Wekerlig

Do Not
Return
Dring
Action

REFERRED TO
Beard
Cole
Erikson
Hagen
✓ Moudenmeyer NEM
Mann
Watson
Dorn
Lau
Return [✓ Discuss] Do File Copy Due
BY FINAL DESIGN ENGINEER

INDEX OF SHEETS	
SHEET NO.	DESCRIPTION
1	Title Sheet
2	Typical Section & Summary
3	Plan & Profile

Temp. Protection & Direction of Traffic
To Be Written In Spec's

STATE OF O

DEPARTMENT OF TR

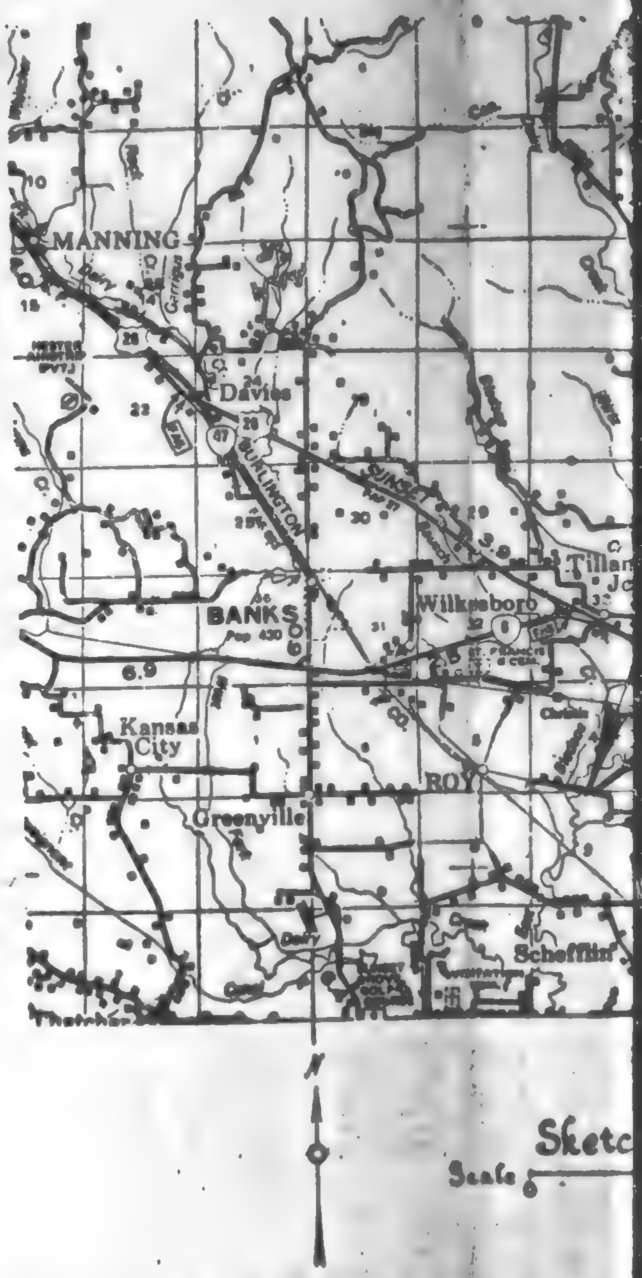
STATE HIGHWA

PLANS FOR PROPOSE

DAIRY CREEK O'FLOW

HARRINGTON

WASHINGTON C


MANNING
Davies
BURLINGTON
SUNSET
Tillam
BANKS
Wilkesboro
Kansas City
ROY
Greenville
Scheffli
N

Sketc

Scale

DAIRY CREEK O'FLOW CULVERT SEC. HARRINGTON ROAD WASHINGTON COUNTY				SHEET No. 1
FED ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
10	OREGON			See Index

HBR (OS)

E OF OREGON

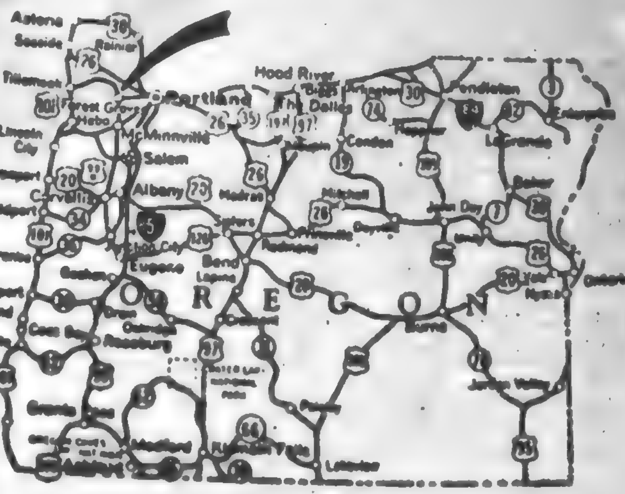
OF TRANSPORTATION

GHWAY DIVISION

OR PROPOSED PROJECT

PRELIMINARY COPY
OCT 6 1980
SUBJECT TO CHANGE
FINAL DESIGN UNIT

FLOW CULVERT SEC.
INGTON ROAD
HINGTON COUNTY



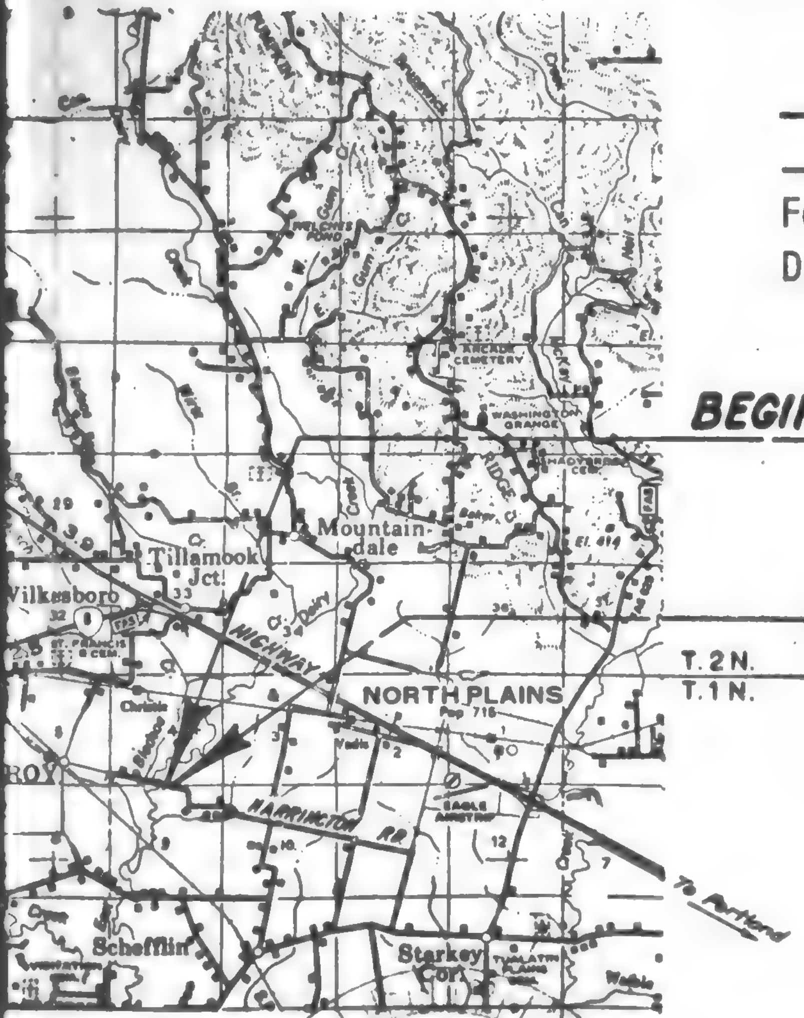
APPROVED: ____________ 19___

BOARD OF COMMISSIONERS OF ____________ COUNTY

BY ____________________
CHAIRMAN

APPROVED AS NOTED
Michael A. Bowen
Washington County Dept. of Public Works
For Larry Rice, Director
Date 10/14/80

PRELIMINARY COPY
SUBJECT TO CHANGE



BEGINNING OF PROJECT
Sta. 49+00

END OF PROJECT
Sta. 49+50

Sketch Map
Scale 0 1 2 Miles

RECEIVED
OCT 10 1980
Public Works
Washington County

H. S. COULTER

EDGAR S. HUNTER

H. S. Coulter	STATE HIGHWAY ENGINEER
E. S. Hunter	ASSISTANT STATE HIGHWAY ENGINEER

OREGON TRANSPORTATION COMMISSION

Anthony Yturri	CHAIRMAN
Tom Walsh	VICE CHAIRMAN
Gordon Coleman	COMMISSIONER
Peter J. Brix	COMMISSIONER
Michael P. Hollern	COMMISSIONER
Fred B. Klaboe	DIRECTOR OF TRANSPORTATION

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
APPROVED:
FIELD OPERATIONS ENGINEER ____ DATE

No R/W Map

SUMMARY

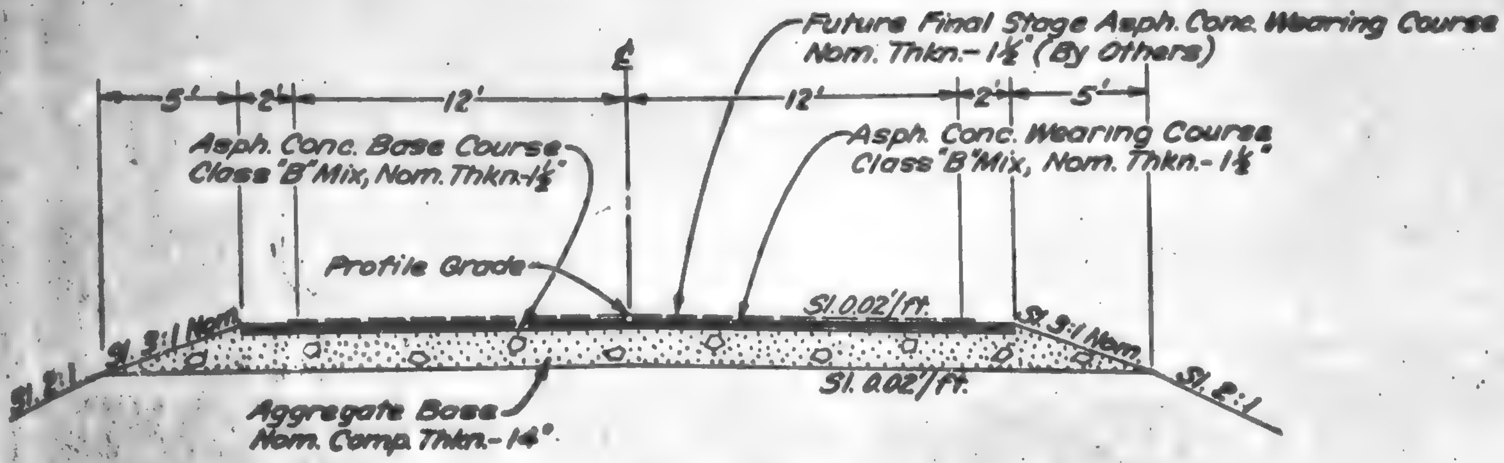
ITEM	UNIT	QUANTITY		

Item	Code	Unit	Quant.
Mobilization		All	All
Temp Prot & Direction of Traffic		All	All
Clearing & Grubbing		All	All
Trench Exc		C Yd	60
Ditch Exc		C Yd	260
Emb In Place (No Source)		C Yd	200
64" Arch Type P.P.		Lin Ft	208
Class "B" Asphalt Conc.		Ton	50
Aggregate Base		Ton	220

Mons Lou, Wetzel

TYPICAL SECTION

DAIRY CREEK O'FLOW CULVERT SEC. HARRINGTON ROAD WASHINGTON COUNTY				SHEET No. 2
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
10	OREGON			See Index



Future Final Stage Asph. Conc. Wearing Course Nom. Thkn.-1½" (By Others)
℄
5'
2'
12'
12'
2'
5'
Asph. Conc. Base Course Class "B" Mix, Nom. Thkn.-1½"
Asph. Conc. Wearing Course Class "B" Mix, Nom. Thkn.-1½"
Profile Grade
Sl. 0.02'/ft.
Sl. 3:1 Nom.
Sl. 3:1 Nom.
Sl. 2:1
Sl. 2:1
Sl. 0.02'/ft.
Aggregate Base Nom. Comp. Thkn.-14"

STA. 49+00 To STA. 49+50

Sec. 4, T.1N, R3W

Pipe Data
64" Arch Type Pipe Furnished Shall Be Corrugated (Annular Or Helical) Metal (Aluminum, 0.135" Thick Or Galv. Iron Or Steel, 0.109" Thick With Type "A" Coating.)
All Pipe Will Have 2:1 Sloped Ends.

① Sta. 49+10, 49+25 & 49+40
Inst. 64" Arch Type Pipe - 168' (Total)
Tr. Exc. 60 C.Y.

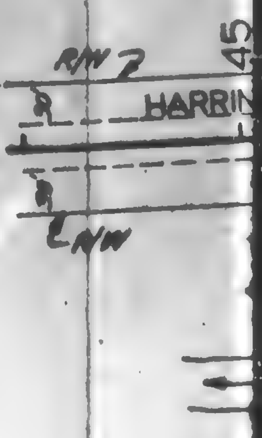
install pipe with minimum cover in order to raise invert as much as possible

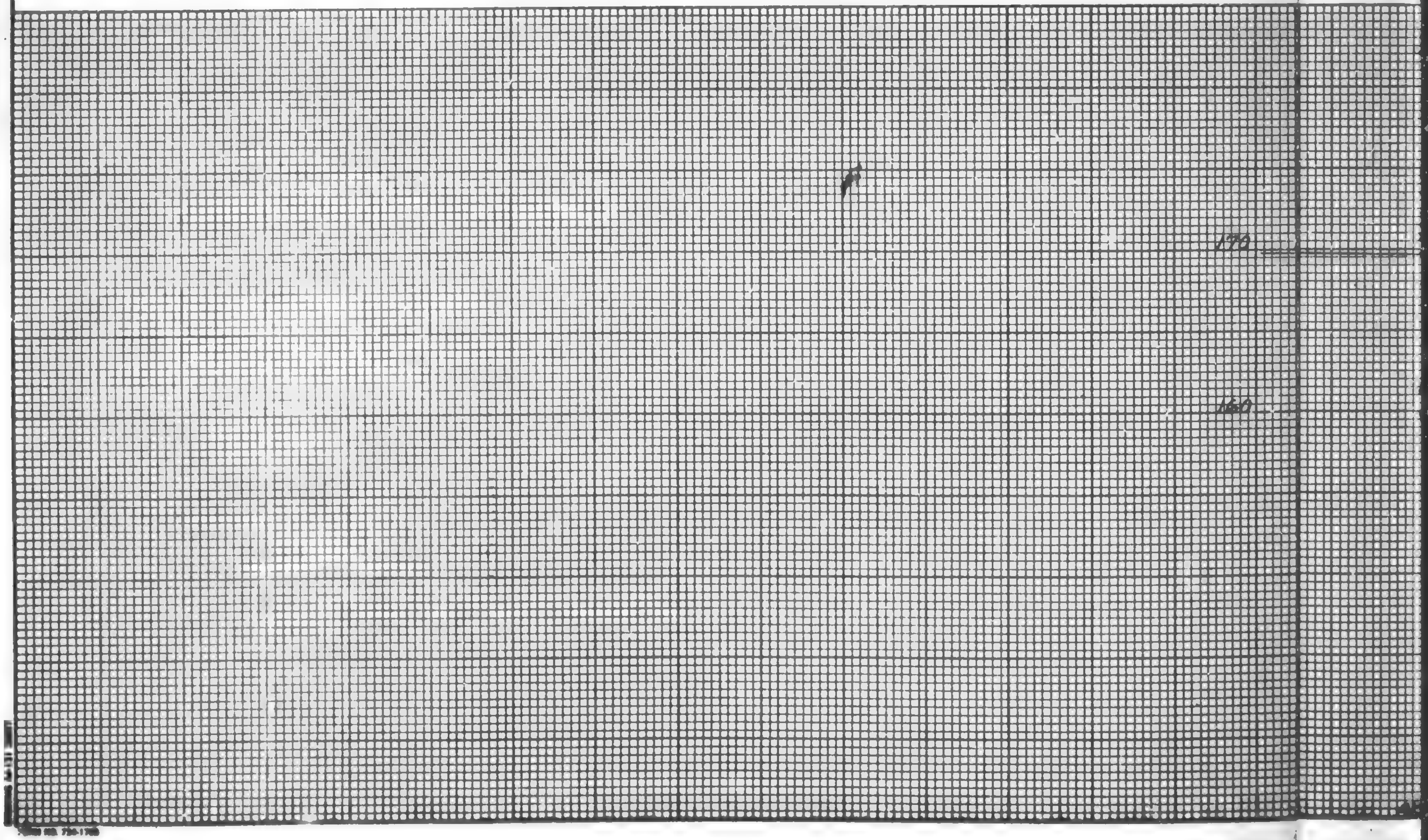
② Remove Structure } By Others
Remove Guard Rail }

③ Sta. 47+70 To Sta. 49+43
Inst. 64" Arch Type Pipe - ~~40'~~ 50' with flap gate
Const. Inlet Ditch
4 6' Bottom, 1½:1 Slopes
Dt. Exc. 260 C.Y.

use 57" x 38"

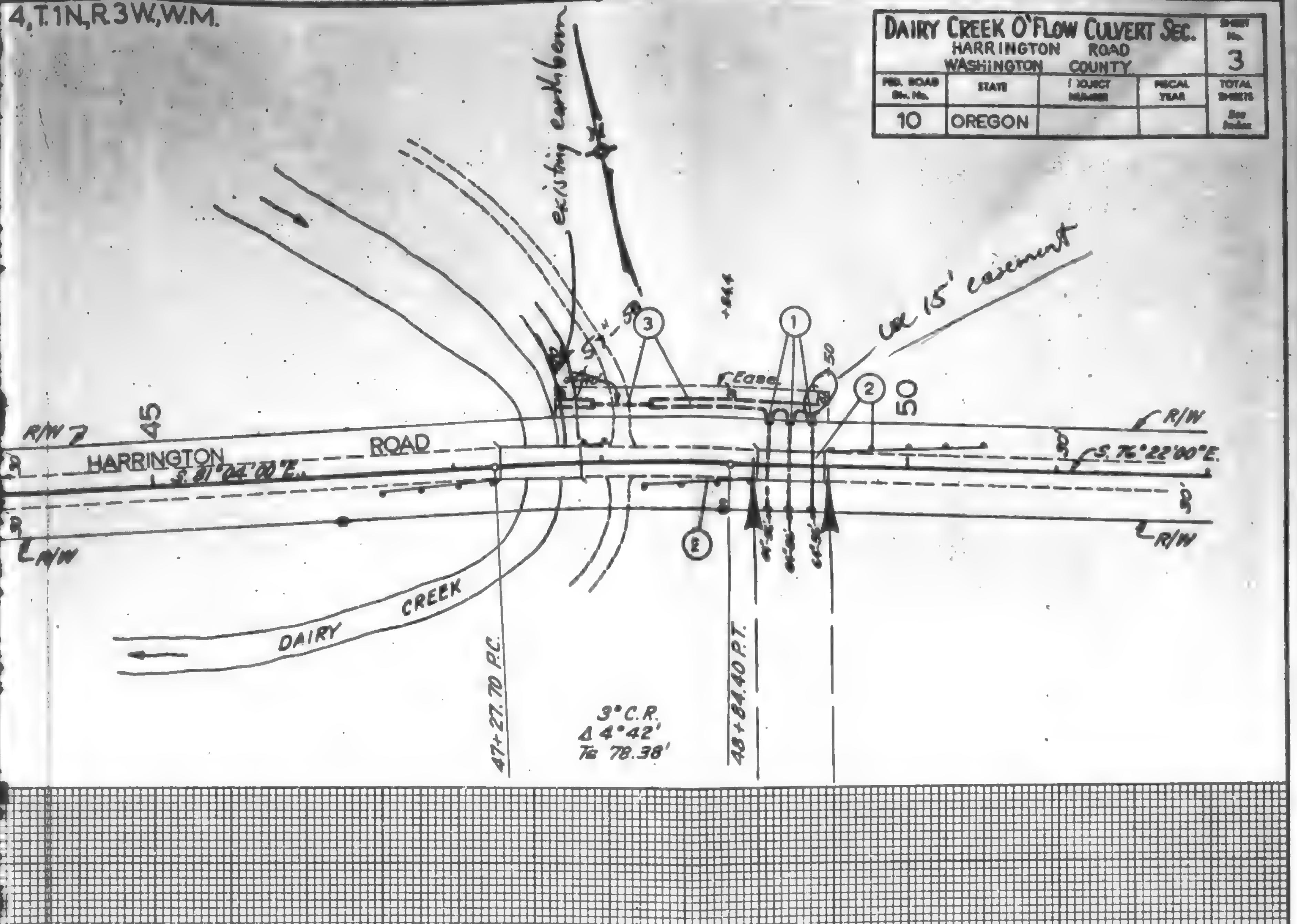
construct ditch at min. slope back to Dairy creek starting approx. 6" below grade of farmer's field.





4, T.1N, R.3W, W.M.

DAIRY CREEK O'FLOW CULVERT SEC. HARRINGTON ROAD WASHINGTON COUNTY					SHEET No. 3
FED. ROAD DIV. No.	STATE	PROJECT NUMBER	FISCAL YEAR		TOTAL SHEETS
10	OREGON				See Index


existing earth berm
UR 15' easement
③
①
②
Ⓔ
Ease.
50
45
R/W
HARRINGTON ROAD
S. 81°04'00"E.
S. 76°22'00"E.
30'
R/W
R/W
DAIRY CREEK
47+27.70 P.C.
3° C.R.
Δ 4°42'
T= 78.38'
48+84.40 P.T.
Extg. Pvmt. @ ℄
Profile Grade @ ℄
Subgrade
Fab. In Place 200
160
BEGINNING OF PROJECT STA 49+08
END OF PROJECT STA 49+50
50

9252

~~BH 10-20-80~~
Wash

October ~~6~~ 8, 1980

Division of State Lands
1445 State Street N.E.
Salem, OR 97310

Attention: Marge Akers

Dear Marge:

Re: Dairy Creek Overflow Culvert
Harrington Road
Washington County

Here is a copy of our plans for the above project. This proposal is to replace the existing overflow bridge with three 64-inch arch type pipes.

This overflow area only contains water during periods of highwater and flooding. When highwater occurs DairyCCreek overflows some 800-feet north of Harrington Road and then flows through a filbert orchard to the overflow structure.

Because of the nature of this overflow area, we assume a removal/fill permit would not be required. Your concurrence of this assumption would be appreciated.

10-8-80
No permit Req'd.
Liz of D.S.L. to
Trout by phone.
DLT

Very truly yours,

J. H. Versteeg
Road Design Engineer
By:

Donald L. Trout
Final Project Developement Coordinator

9252

STATE OF OREGON
HIGHWAY DIVISION - ODOT

INTEROFFICE MEMO
LOC 8

TO: F I L E

DATE: August 8, 1980

FROM: David W. Bryson
Assistant Hydraulics Engineer

SUBJECT: Dairy Creek Overflow
Harrington Road
Washington County

The proposed project will replace the existing three-span, 44-foot long timber overflow structure. The proposed structure will be placed on the same alignment as the existing structure.

HYDROLOGY

East Fork Dairy Creek is a north-south tributary of Dairy Creek and drains an area of approximately 47.4 square miles above the proposed bridge site. The frequency vs. discharge relationship listed below was obtained from the 1969 study done by the Corps of Engineers entitled "Flood Plain Information, Tualatin River and Tributaries, Washington County, Oregon." The values listed have been adjusted for the drainage area involved.

Recurrence Interval	Peak Discharge
100-year	3,750 cfs
50-year	3,200 cfs
25-year	2,700 cfs
10-year	2,080 cfs
5-year	1,610 cfs

Mr. Ralph Duyck, a 20-year resident of the area, was contacted concerning flooding and highwater at the bridge site. According to Mr. Duyck, the creek overflows its easterly bank approximately 800 feet north of Harrington Road and then flows through a filbert orchard to the overflow structure. This overflow occurs annually. The highest that Mr. Duyck has seen the water has been about to the crown of the roadway which is approximately elevation 168.1 feet (MSL). During a highwater the surrounding fields are generally flooded from three to five days but have been flooded for as long as two and one-half weeks.

Contains Recycled Material

Don H

HYDRAULIC DESIGN

The design criteria for the overflow structure was that it should maintain the current frequency of roadway overflow which is estimated to be approximately every 15 years. Using the 15-year flood as the design flood actually maintains the status quo for all of the flood frequencies since once roadway overflow occurs, the overflow structure becomes a minor part of the total flood picture.

During the 15-year design flood, the existing overflow structure conveys approximately 540 cfs. A backwater of 0.6 feet is created resulting in a highwater elevation of 168.1 feet along the upstream embankment. The downstream or tailwater elevation during this flood is estimated to be elevation 167.5 feet. During the 100-year flood, the existing overflow structure conveys approximately 540 cfs. During this flood, 0.6 feet of backwater is created resulting in a highwater elevation 169.0 feet along the upstream embankments. The downstream or tailwater elevation during this flood is estimated to be elevation 168.4 feet.

It was determined that the overflow structure could be replaced with ten 64" X 43" pipe-arches with mitered ends. This installation is hydraulically equivalent to the existing overflow structure since it will also create 0.6 feet of backwater during the 15-year flood and 0.6 feet of backwater during the 100-year flood.

As another alternate to be considered, the overflow structure could be replaced with one 64" X 43" pipe-arch with minor effects on the existing flood picture. With one pipe-arch as the overflow structure, it is estimated that roadway overflow could be expected to occur every ten years; 0.8 feet of backwater will be created during the 15-year flood and 1.0 feet of backwater will be created during the 100-year. With the one pipe alternate, it is also suggested that a ditch be excavated from the overflow inlet to the main channel. This alternate will convey 60 cfs during the 15-year flood and 70 cfs during the 100-year flood.

RIPRAP

It is suggested that the fresh embankment slopes be protected with a 12-inch blanket of class 50 loose riprap. No toe trench will be necessary.

DWB:ge
cc: Frank Terpin w/att.
Walt Hart "
Jack Davis "
D. Christensen "
R. Bothman "
[redacted] "
Herb Schell, FHWA "

PROJECT MANAGEMENT BRANCH
ASHE ☐ STE ☐
PLE ☐ RE ☐ PRE ☑
AUG 8 1980
REFERRED TO HAL
FOR
FILE: PM FA LG.

HYDRAULIC DATA

	DESIGN FLOOD	INTERMEDIATE REGIONAL FLOOD	MAXIMUM FLOOD YEAR ( )
Discharge - cfs	540	540	
Discharge - m^3/s			
Frequency - yrs.	15	100	
HEADWATER ELEVATION ft.	168.1	169.0	
HEADWATER ELEVATION m.			
TAILWATER ELEVATION ft.	167.5	168.4	
TAILWATER ELEVATION m.			
Average Velocity fps	3.7±	3.7±	
Average Velocity mps			

NOTE FOR A CANAL: "DESIGN FLOOD" = Design Flow
"Discharge" = Capacity

REMARKS: 10 - 64" x 43" pipe-arches

OREGON STATE HIGHWAY DIVISION
HYDRAULICS UNIT

Dairy Creek Overflow
Harrington Road
Washington County

COMPILED BY: Dave Bryson

DATE: August 8, 1980

HYDRAULIC DATA

		DESIGN FLOOD	INTERMEDIATE REGIONAL FLOOD	MAXIMUM FLOOD YEAR ( )
Discharge	cfs	60	70	
	m^3/s			
Frequency - yrs.		15	100	
HEADWATER ELEVATION	ft.	168.3	169.4	
	m.			
TAILWATER ELEVATION	ft.	167.5	168.4	
	m.			
Average Velocity	fps	4.1±	4.8±	
	mps			

NOTE FOR A CANAL: "DESIGN FLOOD" = Design Flow
"Discharge" = Capacity

REMARKS: 1 - 64" x 43" pipe-arch

OREGON STATE HIGHWAY DIVISION
HYDRAULICS UNIT

Dairy Creek Overflow
Harrington Road
Washington County

COMPILED BY: Dave Bryson

DATE: August 8, 1980

9252

STATE OF OREGON
Department of Transportation
Metropolitan Branch

INTEROFFICE MEMO
Telephone: 238-8354
Date: July 11, 1980

File No: 234-1906

TO: FRANK TERPIN
Location Engineer

Curtis N. Duval

FROM: CURT DUVAL
Metro Location Engineer

SUBJECT: Dairy Creek Overflow Bridge
Harrington Road
Washington County
Prefix: 234-1906

Enclosed please find the following location data:

to Final Design 9-19-80

- 1 Folder, Project File (Planning File, Narrative Reports, et.) ✓
- 2 Sheets, Mylar Vicinity Map ✓ – to Bridge (2 copies each with project) 7-16-80
- 3 Books, Field Notes ✓
- 1 Roll, Cross Sections ✓
- 1 Envelope, Deeds, Surveys, Aerial Map ✓
- 1 Folder, Photographs (hydraulics) ✓

Earl Purdy submitted the project without an Estimate of Cost and Quantity Summary because the type of structure (the majority of the entire cost) has not yet been determined. The County has requested a hydraulics study to determine the feasibility of a culvert installation to handle the overflow. Please do the study and design.

Further field work such as flood plain cross section extensions might be necessary as the Hydraulics Engineer will determine (the limits needed were quite vague and will require several days work).

The proposed funding for the project is $90,000.

No R/W is needed.

9-19-80
Note – Copy of letter regarding using pipes forthcoming.
B Lovelly

pq

Enclosures

cc Earl Purdy

DAIRY CREEK OVERFLOW BRIDGE NO. 13273
Harrington Road
WASHINGTON COUNTY
PREFIX 234-1906
Earl C. Purdy, Resident Location Engineer
June 1980

NARRATIVE REPORT

PURPOSE AND HISTORY

The purpose of this survey is to prepare plans and specifications for a facility to replace the subject bridge. The existing timber bridge is in an advanced state of deterioration with a 12 ton load limit in effect.

The bridge serves as an overflow relief on Harrington Road for the occasional flooding of nearby East Fork of Dairy Creek. The main Dairy Creek Structure is about 150 feet west of the overflow structure. During periods of high flow Dairy Creek over-tops its banks about 800 feet north of Harrington Road and inundates the surrounding cultivated land on either side of Harrington Road. Upstream from the overflow bridge the flooded land is a filbert orchard, while downstream the land is planted in crops, currently corn. The landowner uses the bridge as a conduit for crossing the roadway with portable irrigation lines.

MAPPING AND CONTROL

The centerline of Harrington Road was established by Washington County in 1964 and is illustrated on the recorded 'Plat of County Road No. 1989.' The appropriate monuments in the vicinity of the bridges were found and centerline reset between station 41+82.30 PT and station 62+42.90 PT. Assumed coordinates with the bearing shown on the road plat were used for map plotting. (Note: The scope of the project does not warrant coordinate ties to the Oregon Coordinate System.)

Vertical datum is tied to the USC&GS datum on line 38, Bench Mark B-207, 1947 adjustment. (Note: After completion of the field work, a discrepancy was found between two published bench marks on line 38. Vicinity map elevations and contours have been corrected but elevations shown in field notes are 8.36 feet above true elevations. The published elevation for bench mark RV-5, line 38, should not be used.)

HYDROLOGY

Harrington Road in the vicinity of the overflow bridge crosses a low flat plain that becomes inundated during periods of high flow. The East Fork of Dairy Creek crosses the road about 150 feet west , and Bledsoe Creek crosses about 1000 feet west. According to the Washington County Flood Plain Study, Plate 42, Dairy Creek, Bledsoe Creek, and the overflow become a single wide expanse of flooded plain when 20 year floods occur.

The runoff passing beneath the overflow bridge appears to be from two stages of flooding. Stage 1 occurs when the East Fork of Dairy Creek is at maximum stage and water comes through a low point in the left bank dike about 1800 feet upstream of Harrington Road (800 feet north of overflow bridge). Stage 2 occurs when a 20 year flood causes the entire plain to flood (the Dairy Cr and Bledsoe Cr courses).

According to Ralph Duyck, a nearby landowner, Harrington Road has not been inundated during the past 15 years; however, the Dairy Creek overtopping at the low point 1800 feet upstream occurs almost annually.

Flood plain cross sections were taken parallel to Harrington Road at points 200 and 400 feet upstream and downstream. The notes for these sections and others are in field book #1, pages 14-20. The required westerly limits of these sections are very indefinite, and further extensions of the sections would require considerable field work, so the Hydraulics Engineer should advise if addional work is needed.

PROPOSALS

The original project request suggests that the overflow bridge be replaced with a 28'wide x 45'long precast-concrete structure with Harrington Road closed during construction (See Planning File).

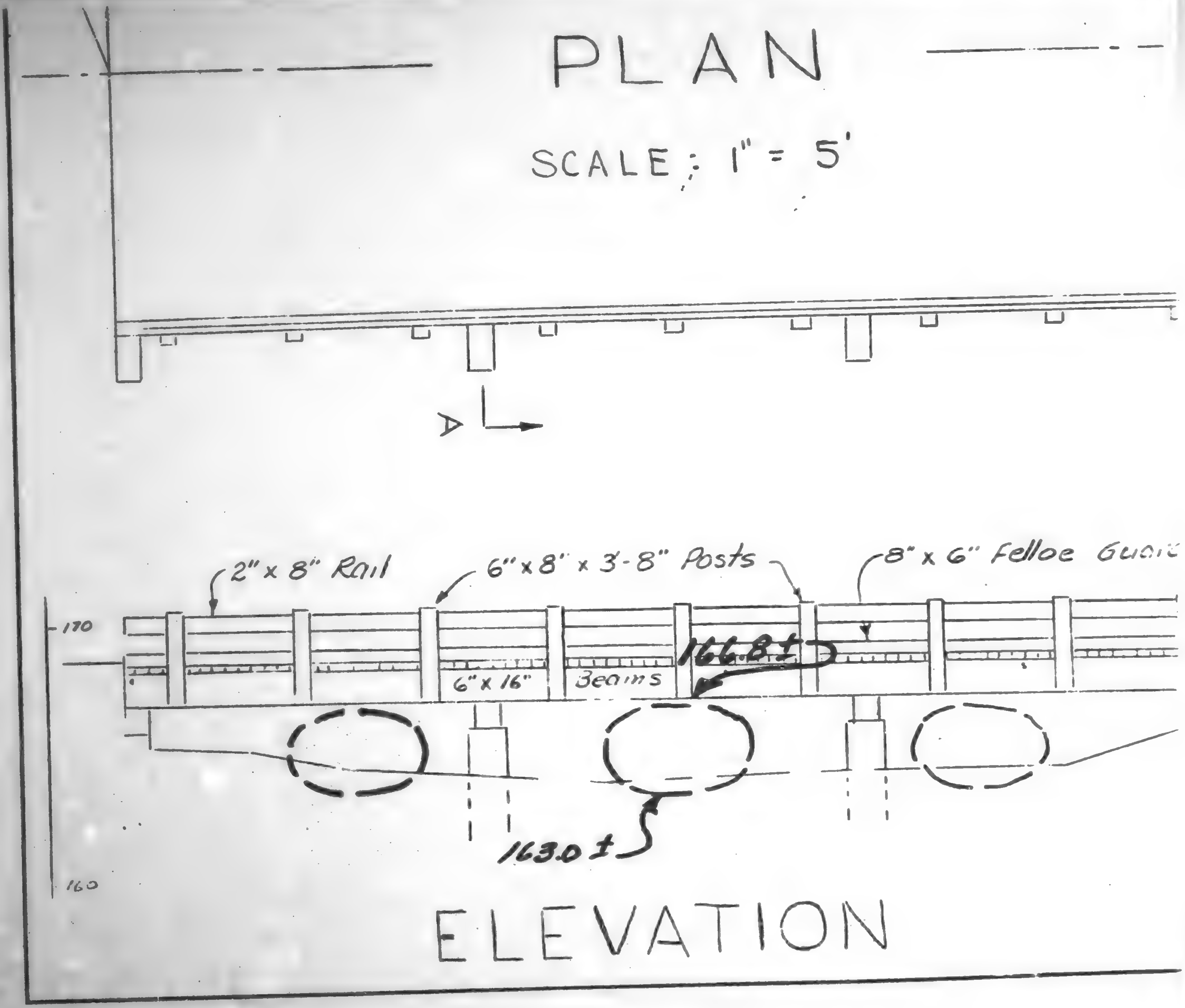
In an effort to economize this and other projects the county has requested a hydraulics study to determine the feasibility of a less costly facility such as a multiple culvert installation to handle the overflow. The project is being submitted without an Estimate of Cost so that the hydraulics study and road design can be expedited.

A proposed roadway typical section is found on sheet 2 of the vicinity map and consists of a 12-foot travel lane and a 2-foot paved shoulder in each diredtion. The surfacing design was provided by Clarence Gregg, Surfacing Design Engineer.

The GEOLOGY crew has completed foundation exploration work and their report is forthcoming.

The proposed roadwork regardless of structure design can be accomplished within the existing 60-foot RIGHT-OF-WAY.

The only UTILITY in the project area is the electric power line on the south side of Harrington Road. The poles are near the R/W line, 30'right, and the wires are about 26-feet above the roadway, so they should not conflict with any proposed construction.


PLAN
SCALE : 1" = 5'
A
2" x 8" Rail
6" x 8" x 3'-8" Posts
8" x 6" Felloe Gua
170
6" x 16" Beams
166.8±
163.0±
160
ELEVATION

9252 3-7-80

FINAL SOILS AND GEOLOGY REPORT
Dairy Creek Overflow Bridge No. 13273
Harrington Road
Washington County
Prefix No. 234-1906

1. TYPICAL SOIL: The typical soil is a SILTY-CLAY, bases upon field examination and soil tests.

2. GRANULAR MATERIAL: No granular material will be encountered on this project.

3. DRAINAGE: The drainage is only fair, due to the fine grained nature of the soil. However, no problems are anticipated.

4. SLOPE DESIGN: Slopes of 1 1/2 :1 or 2:1 should be adequate and no problems are anticipated. It may be desirable to use riprap or granular material around the ends of the new bridge to prevent possible soil erosion during floods.

5. FOUNDATION: The foundation material was investigated by drilling an exploratory hole with power equipment. The hole log is attached to this report.

6. MATERIAL SOURCES: There are no State owned sources available for this project. The following is a partial list of qualified commercial sources which could provide the aggregate material.
   Oliver Jack Quarry (Banks Rock Products)
   Grabhorn (L.H. Cobb)
   Baker Quarry

7. BASE DESIGN: The attached base design was completed by the Salem Surfacing Design section using information obtained from Soils Lab reports The existing pavement is in good condition.

OREGON STATE HIGHWAY DIVISION
Location Section
Surfacing Design Unit

Section: Dairy Cr. O'flow (Harrington Rd.) Br.
Date March 7, 1980

Twenty Year Traffic Coefficient 6.8

Highway: Harrington Co. Rd.

18 kip s.a. per day 12.8

County: Washington

R value 9

Prefix: 234-1906

Frost Penetration - - - -

Res. Engr. E. Purdy

CBE Total Requirement 22.0"

STRUCTURAL SECTION
NEW WORK

ACTUAL THICKNESS	COMPONENT	CREDIT
1.5"	A.C. (Final Stage)	3.0
3.0"	A.C.	6.0
14.0"	A.B.	14.0
18.5"		23.0"

1.0" Asphaltic Concrete Wearing Surface & Base = 2.0" Aggregate Base
1.0" Cement Treated Base = 1.8" Aggregate Base
1.0" Plant Mix Bituminous Base = 1.8" Aggregate Base
1.0" Emulsion Treated Wearing Surface & Base = 1.8" Aggregate Base
1.0" Oil Mat = 1.8" Aggregate Base
1.0" Soil Cement (Existing Roadway Material) = 1.5" Aggregate Base
1.0" Lime or Cement Treated Subgrade = 1.0" Aggregate Base
1.0" Aggregate Subbase = 0.8" Aggregate Base

Above Factors apply to materials that comply with Standard Specifications and Special Provisions.

F.H.W.A.
Location Engineer
Construction Engineer
Materials
Region Engineer
Resident Engineer
Specifications Engineer
Final Design Engineer
Regional Geolog

Form E-869 (5-71)

Sheet 1 of 3

OREGON STATE HIGHWAY DIVISION
SOILS AND GEOLOGY EXPLORATION LOG

Project Dairy Creek O'Flow Br. Hole No. TB-501 DEPTH 82.5
Highway Harrington Rd. County Washington Bridge No. 13273
Location 48 + 80 16' Lt Prefix 259-1906-926
Ground Elevation 167.8' Angle vertical Equipment Used Longyear Rotary
Engineer Purdy (location) Purpose of Work Foundation Investigation
Started 3-25-80 Completed 3-27-80 Drillers Duane Fetcher John Whitehead
Drive Sampler O.D. 2" I.D. 1 3/8" Hammer Weight 140# Fall 30"
Other Testing Equipment: Type Size

ELEVATION	HARDNESS OR STRENGTH VALUES, VANE SHEAR, TORVANE, TRIAXIAL, ETC.	WEATHERING	JOINTING OR PARTICLE SIZE	% NAT. MOISTURE, LIQUID LIMIT, P.I.	COLOR	TEXTURE	SAMPLING METHOD, SIZE	BLOWS / feet	RECOVERY FT. / SAMPLED FT.	% RECOVERY	CASING SIZE AND DEPTH	WATER LEVEL	~~FEET~~ DEPTH
							N-1 2'-4'	1 / 0.5 1 / 0.5 1 / 0.5 1 / 0.5	0.2 / 2	10		4.7'	
							N-2 7.5'—9.5'	2 / 0.5 2 / 0.5 3 / 0.5 5 / 0.5	2 / 2	100			
							N-3 12.5'—14.5'	4 / 0.5 5 / 0.5 4 / 0.5 5 / 0.5	2 / 2	100			
							N-4 17.5'—19.5	2 / 0.5 3 / 0.5 4 / 0.5 5 / 0.5	2 / 2	100			
							N-5 22.5'—24.5'	2 / 0.5 3 / 0.5 4 / 0.5 5 / 0.5	2 / 2	100			
							N-6 27.5'—29.5'	5 / 0.5 7 / 0.5 12 / 0.5 15 / 0.5	2 / 2	100			

Depth scale: 5, 10, 15, 20, 25, 30

REMARKS

Additional Physical Details: Water return, consistency, dilatancy, weakness, toughness, odor, organic content, plasticity, firmness, dry strength, etc.

0'-23'
brown mottled
sandy clayey silts.
moist

lt. brown water return

23'-67'
gray silty very
fine sand

23'-36' moist

"M"—Oregon Miniature Pile Tests—No. 0
"N"—Standard Split-Barrel Sampler Tests—No. 6
"U"—Undisturbed Samples—No. 0
"C"—Core Sample 0

Soils classification is based on the field procedure in the Unified Soils Classification System, Unless otherwise noted.

Henry Schmid Date 3-28-80

OREGON STATE HIGHWAY DIVISION SOILS AND GEOLOGY EXPLORATION LOG (Continued)

Project Dairy Creek O'Flow Br.

Highway Harrington Br. Bridge No. 13273 Sheet 2 of 3 Hole No. TB-501

ELEVATION	HARDNESS OR STRENGTH VALUES, VANE SHEAR, TORVANE, TRIAXIAL, ETC.	WEATHERING	JOINTING OR PARTICLE SIZE	% N.M. MOISTURE, LIQUID LIMIT, P.I.	COLOR	TEXTURE	SAMPLING METHOD, SIZE	BLOWS / FEET	RECOVERY FT. / SAMPLED FT.	% RECOVERY	CASING SIZE AND DEPTH	WATER LEVEL	DEPTH FEET	GRAPHIC LOG	REMARKS Additional Physical Details: Water return, consistency, dilatancy, weakness, toughness, odor, organic content, plasticity, firmness, dry strength, etc.
							N-7 32.5'—, 34.5	6 / 0.5 8 / 0.5 8 / 0.5 10 / 0.5	2 / 2	100					
													35		
															36'-67' wet
							N-8 37.5'—, 39.5	2 / 0.5 2 / 0.5 3 / 0.5 5 / 0.5	0 / 2	0					
													40		
							N-9 42.5'—, 44.5	7 / 0.5 7 / 0.5 7 / 0.5 9 / 0.5	1.1 / 2	55					
													45		
															water return lt. gray
													50		
							N-10 52.5'—, 54.5	4 / 0.5 7 / 0.5 10 / 0.5 10 / 0.5	1.3 / 2	65					
													55		
													60		
							N-11 62.5'—, 64.5	4 / 0.5 4 / 0.5 6 / 0.5 9 / 0.5	1 / 2	50					
													65		

"N"—Standard Split-Barrel Sampler Tests—No. 5

"M"—Oregon Miniature Pile Tests—No. 0

"U"—Undisturbed Samples—No. 0

"C"—Core Sample 0

Soils classification is based on the field procedure in the Unified Soils Classification System, Unless otherwise noted.

Date 3-28-80

OREGON STATE HIGHWAY DIVISION SOILS AND GEOLOGY EXPLORATION LOG (Continued)

Project Dairy Creek O'Flow Br.
Highway Harrington Br. Bridge No. 13272 Sheet 3 of 3 Hole No. TB-501

ELEVATION	HARDNESS OR STRENGTH VALUES, VANE SHEAR, TORVANE, TRIAXIAL, ETC.	WEATHERING	JOINTING OR PARTICLE SIZE	% NAT. MOISTURE, LIQUID LIMIT, P.I.	COLOR	TEXTURE	SAMPLING METHOD, SIZE	BLOWS / FEET	RECOVERY FT. / SAMPLED FT.	% RECOVERY	CASING SIZE AND DEPTH	WATER LEVEL	~~METERS~~ FEET DEPTH	GRAPHIC LOG	REMARKS Additional Physical Details: Water return, consistency, dilatancy, weakness, toughness, odor, organic content, plasticity, firmness, dry strength, etc.
															67'–82.5' gray silty, clayey fine sands.
													70		moist
							N-12 72.5'— 74.5'	4 / 0.5 6 / 0.5 8 / 0.5 10 / 0.5	1.3 / 2	65					water return Lt. gray
													75		
													80		
															82.5' Bottom of Hole

"N"—Standard Split-Barrel Sampler Tests—No. 1
"M"—Oregon Miniature Pile Tests—No. 0
"U"—Undisturbed Samples—No. 0
"C"—Core Sample 0

Soils classification is based on the field procedure in the Unified Soils Classification System, Unless otherwise noted.

Henry Schmid Date 3-28-80

Form E-869 (5-71)

Sheet 1 of 1

OREGON STATE HIGHWAY DIVISION
SOILS AND GEOLOGY EXPLORATION LOG

Project Dairy Creek Overflow Bridge Hole No. HA-1 DEPTH 2'
Highway Harrington Road County Washington Bridge No. 13273
Location 19' SE of old bridge and 8' S of Edge of Pavement Prefix 234-1906
Ground Elevation ______ Angle Vertical Equipment Used Handauger
Engineer Purdy Purpose of Work Base design
Started 2-29-80 Completed 2-29-80 Drillers Jennison
Drive Sampler O.D. ______ I.D. ______ Hammer Weight ______ Fall ______
Other Testing Equipment: Type ______ Size ______

ELEVATION	HARDNESS OR STRENGTH VALUES, VANE SHEAR, TRIAXIAL, ETC.	TORVANE	WEATHERING	JOINTING OR PARTICLE SIZE	% NAT. MOISTURE, LIQUID LIMIT, P.I.	COLOR	TEXTURE	SAMPLING METHOD, SIZE	feet / BLOWS	SAMPLED FT. / RECOVERY FT.	% RECOVERY	CASING SIZE AND DEPTH	WATER LEVEL	DEPTH TEST	GRAPHIC LOG	REMARKS Additional Physical Details: Water return, consistency, dilatency, weakness, toughness, color, organic content, plasticity, firmness, dry strength, etc.
														0		0- 2' Fill SILTY-CLAY (A-6) with occasional broken rock (1") 1 to 2 %
					23.9 LL 36 PI 16	Mottled Brown	Fine							1		
														2		Bottom of hole

"M"—Oregon Miniature Pile Tests—No. 0
"N"—Standard Split-Barrel Sampler Tests—No. 0
"U"—Undisturbed Samples—No. 0
"C"—Core Sample 0

Soils classification is based on the field procedure in the Unified Soils Classification System, Unless otherwise noted.

Ron Jennison Date 3-3-80

9252

February 27, 1980

Board of County Commissioners
Washington County
Courthouse
Hillsboro, OR 97123

AGR 4

Attention: Roger Thomsen
Director of Records & Elections

MISC. CONTRACTS and
AGREEMENTS No. 7228

Gentlemen:

Attached for your records are fully executed copies of agreements covering the following two bridge replacement projects:

McFee Creek (Midway Road) Bridge

Dairy Creek Overflow (Harrington Road) Bridge.

We have retained a fully executed copy of each agreement for the Transportation Commission's files.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

fkm

Atts.

cc Don Harwell (2 agrees. att.)

9252 1-18-80 2.

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION **LETTER OF APPROVAL AND/OR AUTHORIZATION**	FEDERAL AID PROJECT NO. BROS-3400(5) STATE PROJECT NO. See below

FROM: G. L. Green, Division Administrator Salem, Oregon	PROGRAM NO. ITEM NO. 00035	COUNTY NAME Washington PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer
Salem, OR

RECEIVED
STATE HWY ENGR
JAN 22 '80
REFER TO
FOR

1-22

DATE PS&E APPROVED 1-18-80	DATE AUTHORIZATION EFFECTIVE 1-18-80	FEDERAL ROUTE NUMBER Non Federal-aid STATE ROUTE NUMBER County Road

GENERAL LOCATION:

Dairy Creek O-Flow (Harrison Rd) Bridge Section

GENERAL DESCRIPTION OF WORK:

Preliminary Engineering and one structure

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☒ PREPARATION Including utility preparatory work TEC $17,100 with Federal participation limited to $13,680.
☒ OTHER *(Specify)* See below

☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's 12-28-79 letter you are authorized to proceed with actions necessary to advance the physical construction provided for by the above project at a total estimated cost of $80,000 Federal funds $64,000 in accordance with the provisions of your approved SEcondary Road Plan. If you subsequently find that exceptions to the procedure will be needed or that your proposed design standards for this project are lower than the minimum design standards as approved May 13, 1970, this office should be notified of such proposed exceptions and reasons thereof.

DATE 1-18-80	SIGNATURE OF APPROVING OFFICIAL G. K. Hosmer	TITLE for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1979-721-818

9252

January 8, 1980

PRO 6

Washington County
150 First Street, Room 418
Hillsboro, Oregon 97123

Attn: John Crockett
Director of Public Works

Gentlemen:

We have submitted a program to the Federal Highway Administration for approval of the preliminary engineering phase of the Dairy Creek O'Flow (Harrington Road) Bridge Project.

Financial sharing of the preliminary engineering is:

Total P.E.	$17,100.00
Federal Funds	13,680.00
Balance	$ 3,420.00
LOCAL SHARE	$ 2,720.00

Please make your check in the amount of $2,720.00, payable to the Oregon State Highway Division and send it to Highway Accounting, Room 434, Transportation Building, Salem, Oregon 97310.

Very truly yours,

ORIGINAL SIGNED BY
D. E. SWAN

D. E. Swan
Operation Programming Engineer

FFG:pf

bcc w/AD # 713: Vern Skoog - Please return completed AD # 713
when check is received.
Region 1 Federal Aid Engineer, Jon Rose

9252

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.: PRO 6-2

December 28, 1979

TO G. L. Green, Division Administrator
Federal Highway Administration

FROM D. E. Swan
Operation Programming Engineer

SUBJECT Project Data Submission
Item No. 00038
Project No. BROS-3400(5)
Diary Cr. O'Flow (Harrington Rd) Bridge Section
Washington County

Enclosed is data for the subject project.

I hereby request the following:

(1) Authorization to proceed with all phases of preliminary engineering including utility preparatory work at an estimated total cost of $ 17,100 with an obligation of $13,680 in federal funds.

(2) Authorization for construction at an estimated total cost of $80,000 with an obligation of $64,000 in federal funds.

CL:sr
Attachments

cc: M. Klotz(Metro)
H. Reynoldson, w/att.

Form 734-3122

Budget Bureau No. 41-R2

FORM PR-1
(REV. 4-61)

FEDERAL - AID PROGRAM DATA

(PPM 21-1)

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O. 12-28-79

CARD 2	REPORT NUMBER (19) (20)	PROJECT LOCATION (45 typewriter spaces) 21 Co. Rd., Approx. 3mi. W. of N. Plains 65	ADT	PRESENT DHV 40 350	FUTURE --- (66) (70)	YEAR --- (71) (72)	REGION 10	STATE NAME Oregon

CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) 28 P. E. ,One Bridge 62	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SUPV AGC. (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)	PROJECT NUMBER PREFIX LETTER(S) 14 BROS- 23	NUMBER 3400 7

CARD

CLASS OF FEDERAL FUNDS Bridge Replacement (Off System)

NAME OF URBAN AREA 17-31 ---

COUNTY NAME Washington

ROUTE NO. N FEDERAL-AID NON (32) STATE Co.Rd. (36) (37) U.S. --

ESTIMATED PROJECT COST BY PHASES

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	CLASS	WORK TYPE	WORK STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS (80%)	STATE FUNDS	OTHER FUNDS
1	(14-15)	(16	41	42	43 46	53		(54) (58)	(59) (66)	(67) (76)		
5					PE		"Dairy Cr.O'Flow(Harri-ngton Rd.)Br.Section"	0.01	17,100	13,680	700	2,720(Co)
5					ROW							
5					CONST (CODE) X080			0.01	80,000	64,000	--	16,000(Co)

CARD 1	CODE 1	PREPARED BY C.L.	PROJECT TOTALS	0.01	97,100	77,680	700	18,720(Co)
1	14	PROGRAM APPROVAL DATES 10-4-79			(16) (23)	(24) (33)	REMARKS	

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

FORM PR-1
(REV. 4-61)

FEDERAL-AID PROGRAM DATA
(PPM 21-1)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

12-28-79

CT LOCATION (45 typewriter spaces) . Rd., Approx. 3mi. W. of N. Plains	ADT	PRESENT DHV 40 350	FUTURE ---	YEAR ---	REGION 10	STATE NAME Oregon	STATE CODE 41	APPN CODE 117	ITEM NO. 00038

ORK (35 typewriter	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER BROS-3400	SEQ. NO. (5)	I. Projects Only POST MI. / DESIG.

Bridge Replacement (Off System)

COUNTY NAME: Washington   CODE: 067

ROUTE NO.: N   FEDERAL-AID: NON   STATE: Co.Rd.   U.S.: --

PROGRAM STAGE: ☐ 1 OR ☐ 2

ORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS (80%)	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
		"Dairy Cr.O'Flow(Harrington Rd.)Br.Section"	0.01	17,100	13,680	700	2,720(Co)	ROW-60' normal; access control-none; Parking Restrictions-None
W								
NST E) 080			0.01	80,000	64,000	--	16,000(Co)	
C.L.		PROJECT TOTALS	0.01	97,100	77,680	700	18,720(Co)	

VAL DATES: 10-4-79

REMARKS

-over-

USCOMM DUSCOMM-DC 48905-P61

Dairy Cr. O'Flow (Harrington Rd)Bridge Section
Project No. BROS-3400(5)

Existing Facilities: 45-foot timber trestle bridge with 20-foot horizontal clearance for 12 ton load limit.

Adjacent Sections: Approach roadways are 20-foot oil surface with 0 to 2 foot shoulders.

Project Data: Work under this project consists of the following:
1) Preliminary engineering all phases including utility preparatory work.
2) Construct 45-foot precast concrete slab span bridge with horizontal clearance of 28 feet and widen approach roadways.

Execption to Minimum Design Standards: None anticipated

System Action, Airports, Railroads, Water Developments, Historical and Recreational Areas: None involved

FHPM 4-1-4 Requirements: Exempt from A-95 review under working agreements.

FHPM 7-7-2 Requirements: Nonmajor action concurred in by FHWA on Nov. 30, 1979.

FHPM 7-7-5 Requirements:
a) Public Hearings- - -Not required under Oregon Action Plan
b) Location/Design- - -Not a factor in the development of this project.

NOTE: 1) This project is in Congressional District No. 1
2) Included in FY 80 AP in table of Projected Federal Fund Obligations and Balances for Fiscal 1980 Program.

9252

Form FHWA 121 (6/79)

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

THE OREGON DIVISION - Salem
UNITED STATES GOVERNMENT

memorandum

Subject: Project Assessment
Oregon Project BROS-3400(-)
Dairy Cr. O'Flow (Harrington Rd.) Br.
Washington County

Date: November 30, 1979

From: G. L. Green, Division Administrator

Reply to Attn. of: HFO.1-OR

To: Mr. G. A. Potter, Manager, Environmental Section, ODOT

The subject project assessment submitted with your November 1, 1979, letter has been reviewed.

We concur with your finding that the proposed project constitutes a non-major action.

The proposed standards, design, and other specific details contained in the assessment will be subject to future reviews at the appropriate stage during the project development.

G. L. Green

cc:
OSHD (Proj Mgmt)
ODOT (Env, Reg 1)

Environmental Section
December 4, 1979

cc: D. H. Moehring
J. B. Boyd (3)
L. E. George
W. H. Hart
C. T. Keasey
J. H. Versteeg (4)
F. E. Terpin
George Bell
Surfacing Design
R. N. Bothman
E. L. Hardt
Bill Geibel
Jef Kaiser
Clarence Eshelman
B. L. Gifford (2)
R. H. Prange
Don Keyes (8)

OREGON STATE HIGHWAY DIVISION
PROJECT ASSESSMENT

VROS-3400 (-)

PART 1. GENERAL INFORMATION

A. Project Identification:

Section Dairy Creek O'Flow (Harrington Road) Bridge

Date October 31, 1979

Unit (if appl)

County Washington OS-SBRP

City

Highway Harrington Co. Rd. 13273 2034

State Hwy. No. off system

Termini: M.P.(if appl)

Length 250 feet

Region 1

Construction Estimate $88,000
Program Amount

B. Purpose of Project: To replace a deteriorated timber trestle structure which has become inadequate to support heavy vehicles.

C. Origin & History of Project: The existing structure was constructed in 1948. It has since deteriorated and is now posted to a 12-ton limit. This limit renders this section of Harrington Road unusable for heavy farm vehicles. The project is Washington County's number four priority for off-system bridge replacement.

D. General Description of Project: The proposed project includes replacing the existing structure with a precast concrete slab, and improving approaches to a 26-foot asphalt roadway with one 2-foot shoulder.

Alignment: New ______ Existing x Combined ______

Typical Section: Existing: No. Lanes 2; Med. 0; Shldrs. 0; Parking No

Proposed: No. Lanes 2; Med. 0; Shldrs. 0-2'; Parking No

Traffic: Existing Facility: Existing ADT 350; Projected ADT 450; Yr. 1990

Existing Level of Service ______

Proposed Facility: Projected ADT 450; Yr. 1990

Projected Level of Service A

VROS-3400 (-)

OREGON STATE HIGHWAY DIVISION
PROJECT ASSESSMENT

PART 1. GENERAL INFORMATION

A. Project Identification:

Section Dairy Creek O'Flow (Harrington Road) Bridge
Date October 31, 1979
Unit (if appl)
County Washington OS-SBRP
City
Highway Harrington Co. Rd. 13273 2034
State Hwy. No. off system
Termini: M.P.(if appl)
Length 250 feet
Region 1
Construction Estimate $88,000
Program Amount

B. Purpose of Project: To replace a deteriorated timber trestle structure which has become inadequate to support heavy vehicles.

C. Origin & History of Project: The existing structure was constructed in 1948. It has since deteriorated and is now posted to a 12-ton limit. This limit renders this section of Harrington Road unusable for heavy farm vehicles. The project is Washington County's number four priority for off-system bridge replacement.

D. General Description of Project: The proposed project includes replacing the existing structure with a precast concrete slab, and improving approaches to a 26-foot asphalt roadway with one 2-foot shoulder.

Alignment: New ____ Existing x Combined ____

Typical Section: Existing: No. Lanes 2 ; Med. 0 ; Shldrs. 0 ; Parking No
Proposed: No. Lanes 2 ; Med. 0 ; Shldrs. 0-2' ; Parking No
Traffic: Existing Facility: Existing ADT 350 ; Projected ADT 450 ; Yr. 1990
Existing Level of Service ____
Proposed Facility: Projected ADT 450 ; Yr. 1990
Projected Level of Service A

Right of Way: Additional anticipated NO ; if yes, give approx. No. Parcels_______
Yes, No

Acres_______; Type of Relocation Req._________________; No._________

Materials Source, Borrow, Waste Disposal Requirements, if any:

Type of Structure(s):

Precast concrete span

Brief Description of River or Stream and Type of Involvement, if any:
The existing structure crosses a grass-filled ditch which serves as an overflow channel of nearby Dairy Creek during high water conditions. The ditch normally holds no water.

Local City, County or COG priorities of project:
Washington County's number four priority for off-system bridge replacement.

FHWA and/or OSHD approvals given, if any:

Location or Design Alternatives (identify and describe):
The no-build alternative would result in continued deterioration of the bridge and the existing safety hazard would be expected to worsen.

Other Descriptive Information or Comments:

(Attach project sketch map.)

PART II. ENVIRONMENTAL ASSESSMENT

A. Brief Environmental Setting of Project Area:

1. Natural:

The project is located approximately ten miles east of the Coastal Range in the agricultural flat lands which extend to the western edge of the Portland Metro area. The vicinity is well drained by Dairy Creek and accompanying man-made ditches. The vegetation consists primarily of crops and orchards with occasional stands of Douglas fir and oak. The creeks and ditches are characterized by grasses, thistle, blackberries, big leaf maple, oak, and willow. The habitat hosts a variety of small mammals, reptiles, birds, and insect life. The Washington County Comprehensive Framework Plan designates this area as a natural resource.

2. Cultural:

The land use in the project area is agricultural. The fields south of the bridge are currently planted in corn and wheat. A filbert orchard lies to the North and riparian growth a long Dairy Creek lies to the west. Harrington Road is one of many farm-to-market routes in the vicinity and much of its 350 ADT consists of farm vehicles.

B. Preliminary Assessment of Environmental Impacts: N/A

1. Consequences and Significance of Right-of-Way Acquisition:

2. Estimated Impact on Traffic Patterns:

The existing bridge has been posted to a 12-ton limit and therefore excludes many local vehicles. The new bridge would restore adequate weight capacity. During the construction phase, the road would be closed to through traffic. The temporary closure during construction would redistribute most of the 350 ADT to Kirkman Rd-Roy Rd. route to the south or Highway 26 to the north.

Consequences--Air Quality, Noise, Safety, etc.:

Improved safety and farm-to-market mobility.

3. Estimated Impact on Land Use:

None expected.

Consequences:

4. Expected Impact on Natural Ecological Resources:

None expected.

Consequences:

5. Expected Impact on Cultural and Scenic Resources:

None expected.

Consequences:

6. Preliminary Identification of Areas of Critical Concern:

None

7. Potential for Controversial Issues:

None anticipated.

8. Potential for Consistency of Proposal With:

a. Clean Air Implementation Plans
No significant impact on air quality. An Indirect Source Permit is not required.

b. Noise Standards
No significant change. The statewide noise study report may be applicable.

c. Water Quality Standards

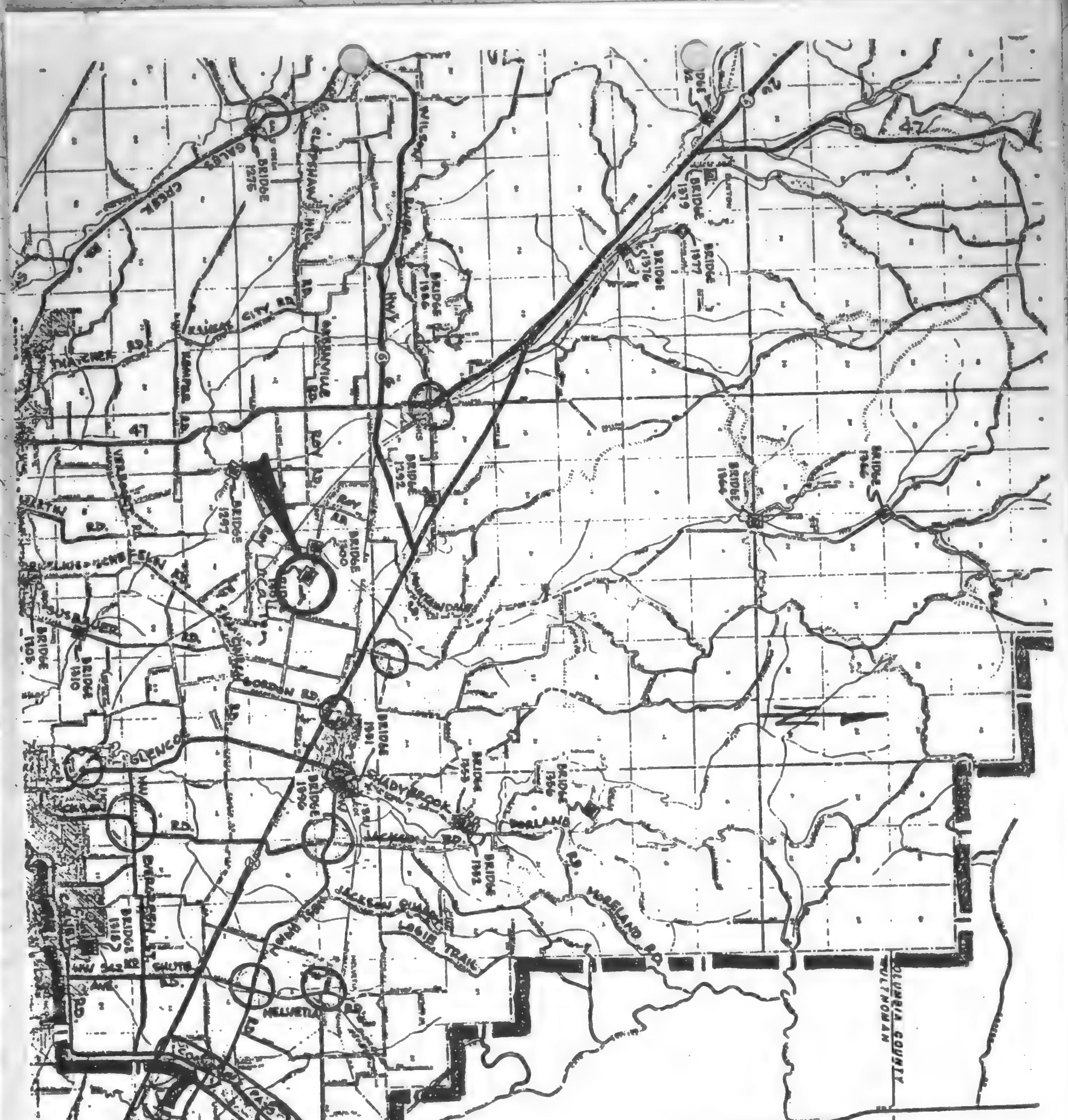
d. Area Land Use and Transportation Plans, and Zoning
Consistent with land use and county transportation plan.

C. Recommended Type of Action and Documentation:

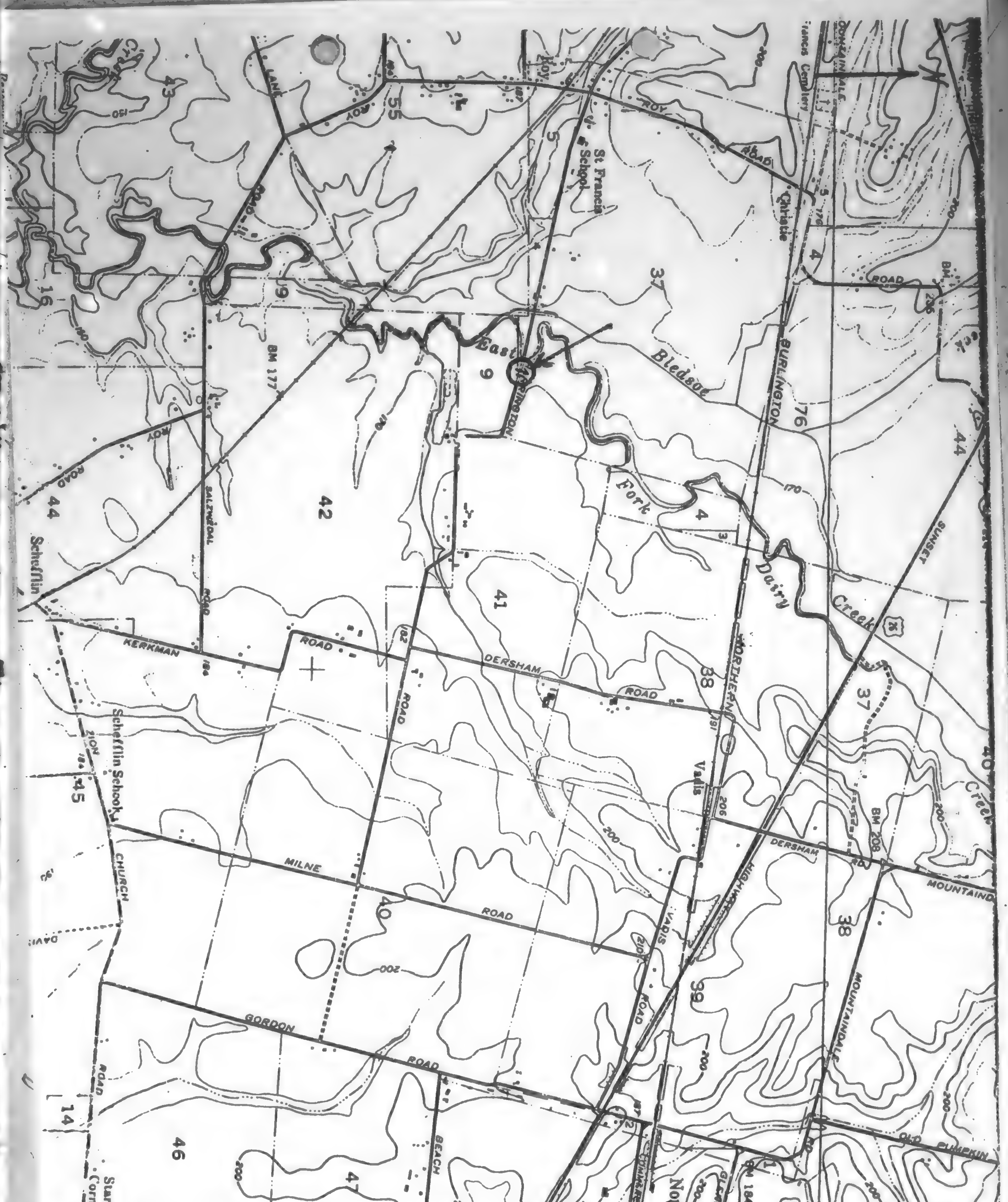
-------------MAJOR ACTION-----------------		----NON-MAJOR ACTION-----
SIGNIFICANT:	NON-SIGNIFICANT:	
____ D & FEIS	____ D & F Neg.Dec.	X ASSESSMENT ONLY
____ Section 4(f)	____ Section 4(f)	____ STATEWIDE ASSESSMENT

Basis for Type of Action and Documentation:
The project is minor in nature with no significant environmental effects.

D. Recommended Project Category: ____ 1 ____ 2 X 3 ____ 4



CREEK
GALES
BRIDGE 1275
CLAPSHAW HILL RD.
WILSON
HWY 6
BRIDGE 1386
KANSAS CITY RD.
THATCHER RD.
BANKS
BRIDGE 1319
BRIDGE 1376
BRIDGE 1377
BRIDGE 1292
47
26
BRIDGE 1297
ROY RD.
BRIDGE 1300
BRIDGE 1964
BRIDGE 1966
ZIEGLER RD.
SCHEFFLIN RD.
BRIDGE 1306
BRIDGE 1310
GORDON RD.
BRIDGE 1901
GLENCOE
BRIDGE 1946
SHADYBROOK RD.
BRIDGE 1953
BRIDGE 1956
BRIDGE 1952
JACKSON RD.
JACKSON QUARRY RD.
LOGIE TRAIL
MORELAND RD.
EVERGREEN RD.
BRIDGE 1318
CHUTE
HELVETIA RD.
CORNELIUS PASS RD.
BRIDGES 1940 1941
COLUMBIA COUNTY
MULTNOMAH COUNTY
SAUVIE ISLAND
N



ROY
ROAD
LANE
St Francis School
Christie
East Fork Bledsoe Creek
Dairy Creek
BURLINGTON
NORTHERN
SUNSET
ROAD
BM 177
SALTZWEDAL ROAD
Scheffin
KERKMAN ROAD
DERSHAM ROAD
Vadis
VADIS ROAD
Scheffin School
ZION
CHURCH
MILNE ROAD
GORDON ROAD
DAVIS
BEACH
Starkey Corner
MOUNTAINDALE
DERSHAM
BM 208
OLD PUMPKIN
BM 184
North Pl
200
170
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9252

Form E-39 (Rev. 9-71)

10 [illegible]

Planning File No. 79-53

OREGON STATE HIGHWAY DIVISION

AUTHORITY FOR SURVEY

Section Dairy Creek Overflow Bridge No. 13273

Highway Harrington Road

County Washington

Date November 21, 1979

Authorization No. 1

Survey Prefix 234-1906 (Assigned by Salem office)

Description of termini, route, length, etc.:

Bridge site located 1 1/2 miles east of Roy Road over Dairy Creek overflow channel. Length 250 feet.

Proposed:

Replace existing bridge with a 28 foot by 45 foot pre-cast concrete slab. Improve approaches.

Purpose of Survey:

Perform field survey, including hydraulic study, prepare plans and specifications and estimates.

Free County Bridge Design applies to this project as specified by ORS 369.210

Estimate of cost: $97,100

Funding: HBR Off-System BROS-3400(5)

Category: 3 NM 1-18-80

		Estimate of Cost
Field Survey	(901)	5,200
Citizen Participation	(902)	
City of County	(903)	
Consultant	(904)	
Final Design	(905)	2,000
Bridge Design	(906)	
Preliminary Design	(907)	
R/W Description	(909)	
Soils & Geology	(910)	500
Traffic	(911)	200
Landscape	(912)	
Liaison R/W	(913)	300
Utility	(914)	300
Photogrammetry	(916)	
Location Studies	(918)	1,000
Engr. Graphics	(919)	
Office Engineer	(920)	200
Specifications	(921)	1,000
Environmental	(923)	200
Air Quality Monitoring	(925)	
Foundation Exploration	(926)	2,500
Seminars	(950)	
Hearings	(980)	
Equal Opportunity	(985)	
Advisory Committees	(986)	
Free Bridge Design	(927)	3,500
Admin. Services	(922)	200

OTC Approval 7/79

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

Total estimated cost of survey $ 17,100

Previous authorization

Additional authorization requested

Additional authorization approved (Salem)

Total all authorizations approved (Salem)

Requests made by:

Curtis H. Duval

CURT DUVAL, Metro Location Engineer

Recommended for Approval:

Regional Engineer

M. J. KLOTZ, Metro Technical Services Engineer

Recommended for Approval: Frank E. Perpin

Location Engineer

Approved: E S Hunter

Assistant State Highway Engineer

RECEIVED
DEC 31 1979
LOCATION
SECTION

SP*23694-734

9252

Project Dairy Creek Overflow Bridge No. 13273, Harrington Road

Agency Washington County **Date** 11-19-79

Type of Project Bridge Replacement

Funds SOS e(4) FAUS FASC Title II [✓ HBR]

The agreement on this project should provide for the following responsibilities where applicable:

	N/A	State	Applicant	Consultant
Major PE	☐	☒	☐	☐
Monitor PE	☒	☐	☐	☐
Field Survey	☐	☒	☐	☐
Prepare Environmental Statements	☒	☐	☐	☐
Review & Process Envir. Statements	☒	☐	☐	☐
Public Hearings	☒	☐	☐	☐
Citizen Involvement	☐	☐	☒	☐
Action Plan Requirements	☐	☐	☒	☐
Preliminary Design Plans & Specs.	☐	☒	☐	☐
Prepare for Contract Bids	☐	☒	☐	☐
Advertise, Let and Award	☐	☒	☐	☐
Major Construction Engineering	☐	☒	☐	☐
Lab Testing, Final Checking	☐	☒	☐	☐
Utility Responsibility	☐	☒	☐	☐
Maintenance After Completion	☐	☐	☒	☐
Signal Maintenance	☒	☐	☐	☐
Power Consumption	☒	☐	☐	☐
Local Match	☐	☐	☒	☐
Provide for Right-of-way Agreement		[✓ Yes]	No	

Construction by Contract ☒ State Forces ☐ Local Forces ☐

Advance Deposit Required PE ☒ Construction ☐ N/A ☐

State will Advertise, Let and Award All Contracts

State will Monitor Preliminary Engineering and Construction Activities for Federal Compliance

Remarks: "Free County Bridge Design" applies to this project.

OTE: SHADED AREAS
TO BE COMPLETED
IN SALEM OFFICE

LOCATION PROSPECTUS
OREGON DEPARTMENT OF TRANSPORTATION
LOCATION UNIT

DATE

PREFIX

ENTIFICATION

OJECT NAME
DAIRY CREEK OVERFLOW BRIDGE NO. 13273

IGHWAY NAME
Harrington Road

HIGHWAY NUMBER

EGION 1	ADMINISTRATIVE DISTRICT	COUNTY Washington	CITY
ENGTH 250 ft.	MILEPOST NUMBER TO	☒ RURAL	☐ URBAN

OCAL GOVERNMENT PROJECT? ☒ YES ☐ NO
IF YES, UNIT OF GOVERNMENT: Washington County

YPE OF FUNDS: ☐ FAI ☐ FAP ☐ FAS ☐ STATE ☐ FAUS ☒ OTHER HBR Off-System

ETHOD OF CONSTRUCTION: ☒ CONTRACT ☐ STATE FORCE ☐ OTHER

YPE OF WORK: ☒ GRADING ☒ PAVING ☒ STRUCTURE ☐ SIGN ☐ SIGNAL ☐ ILLUMINATION ☐ ROADSIDE IMPROVEMENT ☐ OTHER

OJECT DESCRIPTION

Replace the existing bridge with a 28' wide x 45' long precast concrete structure. Widen the roadway approaches to match the new structure.

Harrington Road will be closed during construction. Washington County forces will remove the existing bridge at no cost to the project.

- TRAFFIC DATA

XISTING AVERAGE DAILY TRAFFIC (YEAR-VOLU
1978 - 350

PROJECTED AVERAGE DAILY TRAFFIC (YEAR-VOLUME)
1990 - 450

LEVEL OF SERVICE	A	B	C	D	E	F
EXISTING	☐	☐	☐	☐	☐	☐
PROPOSED	☐	☐	☐	☐	☐	☐

ESIGN SPEED (MPH)
55

DESIGN STANDARDS

TRAFFIC ANALYSIS: ☐ LIGHT ☐ MEDIUM ☐ HEAVY

FEATURES	EXISTING NUMBER AND WIDTH	PROPOSED NUMBER AND WIDTH
TRAVEL LANES	2 - 10'	2 - 12'
SHOULDERS	0	2 - 2'
MEDIANS		
PARKING LANES		
SIDEWALKS		
BIKEWAYS		
INTERCHANGES		
OTHER:		

	YES	NO	MAYBE
Channelization	☐	☒	☐
Frontage Roads	☐	☒	☐
Traffic Signals	☐	☒	☐
Signing	☐	☒	☐
Illumination	☐	☒	☐
Structures	☒	☐	☐
Stage Construction	☐	☒	☐
Pedestrian Crossing	☐	☒	☐
Rest Area	☐	☒	☐
Truck Scale Site	☐	☒	☐
Landscaping	☐	☒	☐
Drainage	☒	☐	☐
River ______________	☐	☒	☐
Stream Dairy Creek Overflow	☒	☐	☐
Storm Sewer	☐	☒	☐
Sanitary Sewer	☐	☒	☐
Right of Way	☐	☒	☐
Simple Acquisition	☐	☒	☐
Complex Acquisition	☐	☒	☐
Relocations	☐	☒	☐

Right of Way (cont.)	YES	NO	MAYB
Improvements	☐	☒	☐
Access Control	☐	☒	☐
Railroad Crossing	☐	☒	☐
At Grade	☐	☒	☐
Separated	☐	☒	☐
Railroad Encroachment	☐	☒	☐
Permits	☒	☐	☐
Conditional Use	☐	☒	☐
Flood Plain	☐	☒	☐
Irrigation District	☐	☒	☐
Water District	☐	☒	☐
Drainage District	☒	☐	☐
Div. of State Lands	☐	☒	☐
Dept. of Geology & Min. Ind.	☐	☒	☐
Corps of Engineers	☒	☐	☐
Coast Guard	☐	☒	☐
DEQ NPS Air Pollution	☐	☒	☐
DEQ NPS Water Pollution	☐	☒	☐
Building	☐	☒	☐
Fish & Wildlife Approval	☒	☐	☐

3 - FEATURES (cont.)

	YES	NO	MAYBE		YES	NO	MAYBE
Agreements (City-County Etc.)	☒	☐	☐	Hydraulics Study	☒	☐	☐
E onmental Assessment	☒	☐	☐	Soils Investigation	☒	☐	☐
Statewide Assessment	☐	☒	☐	Airport Clearance	☐	☒	☐
Negative Declaration	☐	☒	☐	Economic Analysis	☐	☒	☐
Environmental Impact Statement	☐	☒	☐	Requires Field Survey	☒	☐	☐
4-F Statement	☐	☒	☐	Old Survey Available	☐	☐	☒
Citizen Advisory Committee	☐	☒	☐	Requires Vicinity Map	☒	☐	☐
Public Hearing ______	☐	☒	☐	Requires Photogrammetry	☐	☒	☐
Borrow Source	☐	☒	☐	Requires Reconnaissance Survey	☐	☒	☐
Material Source	☐	☒	☐	Reconnaissance Available	☐	☒	☐
Utilities	☒	☐	☐	Design Review	☐	☒	☐

Type Overhead Electrical Lines

4 - WORK ITEMS

	TO BE PERFORMED BY APPLICANT	STATE	CONSULTANT
PRELIMINARY ENGINEERING	☐	☒	☐
RIGHT-OF-WAY N/A	☐	☐	☐
CONSTRUCTION ENGINEERING	☐	☒	☐

5 - DURATION TIMES (MONTHS)

	FLOAT	ACTIVE
RECONNAISSANCE SURVEY	( )	N/A
DRAFT ENVIRONMENTAL IMPACT STATEMENT	( )	N/A
CORRIDOR APPROVAL	( )	N/A
FIELD SURVEY	(2.0)	2.0
PRELIMINARY DESIGN	( )	N/A
DESIGN APPROVAL/FINAL EIS	( )	N/A
RIGHT-OF-WAY DESCRIPTIONS	( )	N/A
RIGHT-OF-WAY ACQUISITION	( )	N/A
P.S. & E. DOCUMENTS	( )	

RECOMMENDED CONSTRUCTION DATE ______ (Region) ______ (Salem)

SUGGESTED BASE DESIGN

ITEM	NEW WORK	OVER EXISTING

TYPICAL SECTION AND LOCATION

Attach 8½ x 11 inch sheets for general location map and typical section (roadway & structure).

PROJECT COST ESTIMATES

	REGION	SALEM
PRELIMINARY ENGINEERING	17,100	
RIGHT OF WAY		
TRAFFIC CONTROL		
ILLUMINATION		
STRUCTURES	65,000	
RAILROAD		
ROADWAY	15,000	
OTHER		
ENGINEERING & CONTINGENCIES (Included above)		
PROJECT TOTAL	97,100	

SUBMITTED BY ____________________

9252

OREGON STATE HIGHWAY DIVISION
PROJECT ASSESSMENT

PART 1. GENERAL INFORMATION

A. Project Identification:

Section Dairy Creek Overflow Bridge (#13273)

Date September 6, 1979

Unit (if appl)

County Washington

City

Highway Harrington Road

State Hwy. No.

Termini: M.P.(if appl)

Length 250 feet

Region I

Construction Estimate $88,000 (FASC)
Program Amount

B. Purpose of Project: To replace a deteriorated timber trestle structure which has become inadequate to support heavy vehicles.

C. Origin & History of Project: The existing structure was constructed in 1948. It has since deteriorated and is now posted to a 12-ton limit. This limit renders this section of Harrington Road unusable for heavy farm vehicles. The project is Washington County's number four priority for off-system bridge replacement.

D. General Description of Project: The proposed project includes replacing the existing structure with a 28' x 45' precast concrete slab, and improving approaches to a 24-foot asphalt roadway with 2-foot shoulders.

Alignment: New Existing X Combined

Typical Section: Existing: No. Lanes 2; Med. 0; Shldrs. 0; Parking No
Proposed: No. Lanes 2; Med. 0; Shldrs. 2'; Parking No

Traffic: Existing Facility: Existing ADT 350; Projected ADT 450; Yr. 1990
Existing Level of Service

Proposed Facility: Projected ADT 450; Yr. 1990
Projected Level of Service A

734-3953 (10-75)

Right of Way: Additional anticipated No ; if yes, give approx. No. Parcels_______
Yes, No

Acres_______; Type of Relocation Req._______________; No.________

Materials Source, Borrow, Waste Disposal Requirements, if any:

Type of Structure(s):

45' x 28' precast concrete span

Brief Description of River or Stream and Type of Involvement, if any:
The existing structure crosses a grass-filled ditch which serves as an overlow channel of nearby Dairy Creek during high water conditions. The ditch normally holds no water.

Local City, County or COG priorities of project:
Washington County's number four priority for off-system bridge replacement.

FHWA and/or OSHD approvals given, if any:

Location or Design Alternatives (identify and describe):

The no-build alternative would result in continued deterioration of the bridge and the existing safety hazard would be expected to worsen.

Replace bridge with a superspan culvert (a pipe arch with concrete footings).

Other Descriptive Information or Comments:

(Attach project sketch map.)

PART II. ENVIRONMENTAL ASSESSMENT

A. Brief Environmental Setting of Project Area:

1. Natural:

The project is located approximately ten miles east of the Coastal Range in the agricultural flat lands which extend to the western edge of the Portland Metro area. The vicinity is well drained by Dairy Creek and accompanying man-made ditches. The vegetation consists primarily of crops and orchards with occasional stands of Douglas fir and oak. The creeks and ditches are characterized by grasses, thistle, blackberries, big leaf maple, oak, and willow. The habitat hosts a variety of small mammals, reptiles, birds, and insect life. The Washington County Comprehensive Framework Plan designates this area as a natural resource.

2. Cultural:

The land use in the project area is agricultural. The fields south of the bridge are currently planted in corn and wheat. A filbert orchard lies to the north and riparian growth along Dairy Creek lies to the west. Harrington Road is one of many farm-to-market routes in the vicinity and much of its 350 ADT consists of farm vehicles.

Utilities - Overhead lines.

B. Preliminary Assessment of Environmental Impacts: N/A

1. Consequences and Significance of Right-of-Way Acquisition:

2. Estimated Impact on Traffic Patterns:

The existing bridge has been posted to a 12-ton limit and therefore excludes many local vehicles. The new bridge would restore adequate weight capacity. During the construction phase, the road would be closed to through traffic. The temporary closure during construction would redistribute most of the 350 ADT to Kirkman Rd.-Roy Rd. route to the south or Highway 26 to the north.

Consequences--Air Quality, Noise, Safety, etc.:

Improved safety and farm-to-market mobility.

3. Estimated Impact on Land Use:

None expected.

Consequences:

4. Expected Impact on Natural Ecological Resources:

None expected.

Consequences:

5. Expected Impact on Cultural and Scenic Resources:

None expected.

Consequences:

6. Preliminary Identification of Areas of Critical Concern:

None.

7. Potential for Controversial Issues:

None anticipated.

8. Potential for Consistency of Proposal With:

a. Clean Air Implementation Plans

No significant impact on air quality. An Indirect Source Permit is not required.

b. Noise Standards

No significant change.

c. Water Quality Standards

d. Area Land Use and Transportation Plans, and Zoning

Consistent with land use and county transportation plan.

C. Recommended Type of Action and Documentation:

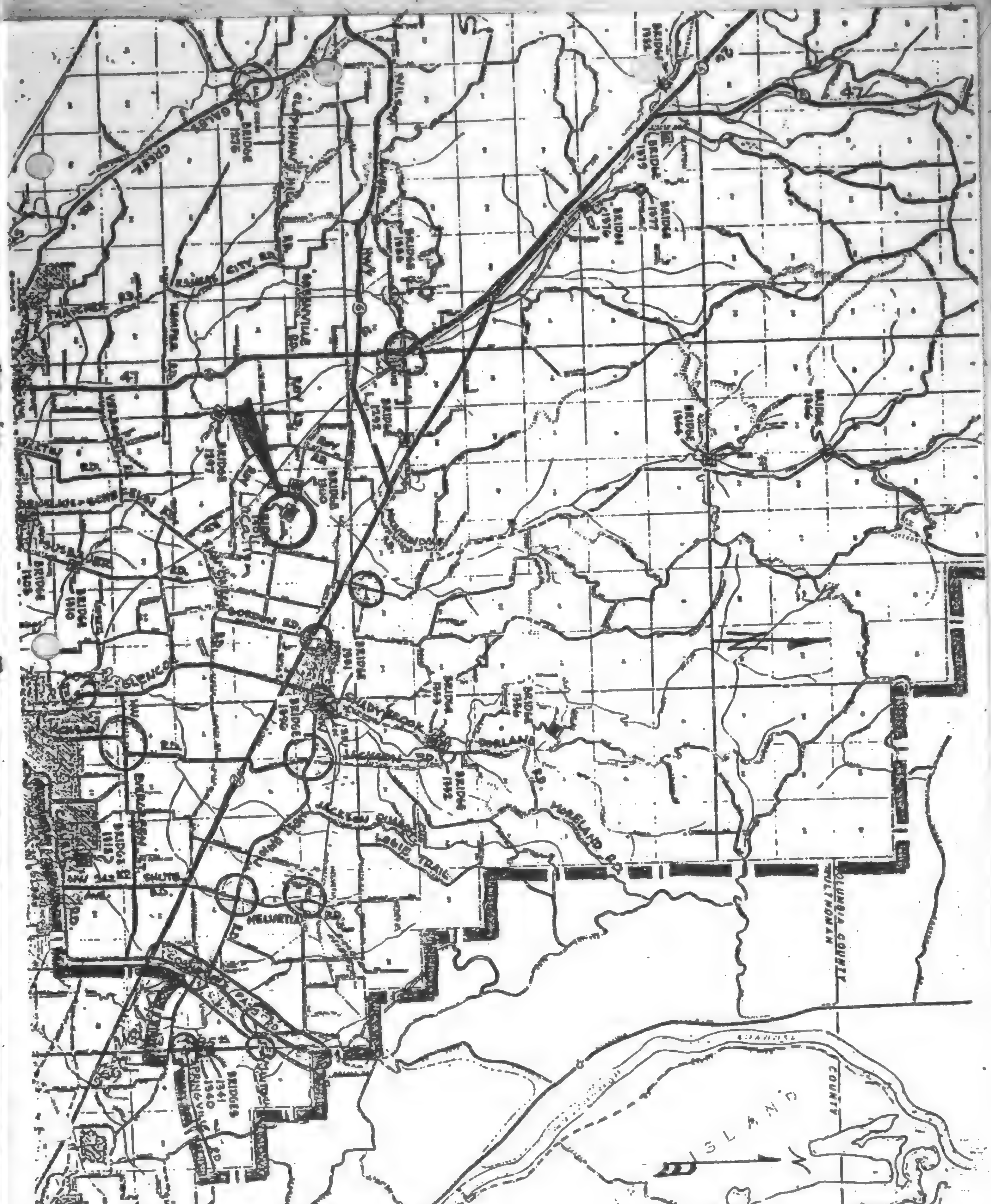
-------------MAJOR ACTION-----------------		----NON-MAJOR ACTION-----
SIGNIFICANT:	NON-SIGNIFICANT:	
____ D & FEIS	____ D & F Neg.Dec.	X ASSESSMENT ONLY
____ Section 4(f)	____ Section 4(f)	____ STATEWIDE ASSESSMENT

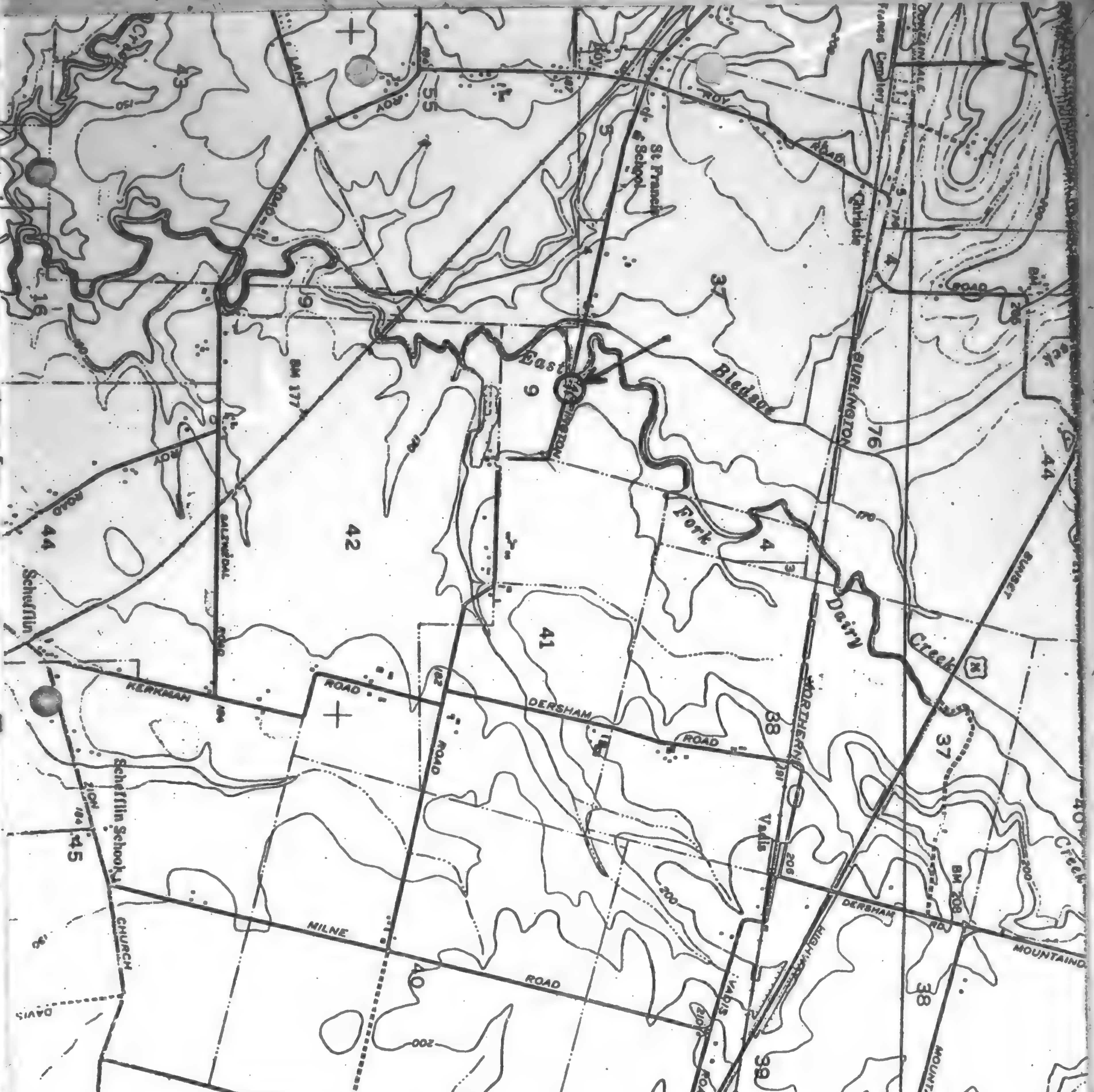
Basis for Type of Action and Documentation:
The project is minor in nature with no significant environmental effects.

D. Recommended Project Category: ____ 1 ____ 2 X 3 ____ 4

Prepared by Paul McKay

Form (1)10-75

GLENCOE
SHADYBROOK RD.
DORLAND
JACKSON RD.
JACKSON QUARRY RD.
MORELAND RD.
LOGIE TRAIL
HELVETIA RD.
SHUTE RD.
GORDON RD.
KANSAS CITY RD.
THATCHER RD.
47
26
6
BRIDGE
MULTNOMAH COUNTY
SAUVIE ISLAND
LAKE


43
55
ROY
St Francis Church & School
Frances Cemetery
ROAD
16
9
37
East
Fork
Dairy
Creek
Bledsoe
BURLINGTON
NORTHERN
76
BM 177
BM 208
BM 184
42
41
44
Schefflin
KERKMAN
ROAD
DERSHAM
ROAD
DERSHAM RD
MOUNTAINDALE
38
37
Creek
Vadis
VADIS ROAD
Schefflin School
45
ZION
CHURCH
MILNE
ROAD
40
DAVIS
39
GORDON
ROAD
OLD PUMPKIN
14
46
47
BEACH
ROAD
Starkey Corner
COMMERCIAL
GLENCOE
North Plains
73
81
200
170

9252

FEDERAL AID PROJECT REQUEST

Date July 5, 1979

Applicant Agency Washington County
Request for: Off-System ____, FAS-C ____, FAUS ____ Project HBR off-system X
Federal Aid Route No. ____ Route Name Harrington Rd.
Project Name Harrington Rd. Bridge (Dairy Creek overflow) Br. #1301

Project Length 250 ft. Project Location (Attach sketch map)
Project Description Replace an existing timber tressle bridge with a new pre-cast concrete structure with shoulders to match.

Average Daily Traffic 350 Design Speed 55 MPH

Complete Applicable Sections:

I. ROADWAY DATA

1. Existing Roadway: (Attach sketch)

Width 20' Travel Lanes 2 Shoulders 0 - 2'
Medians None Parking No
Sidewalks No
Remarks

2. Desired Roadway Cross Section: (Attach sketch)

Width 28' Travel Lanes 2 - 12' Shoulders 2'
Medians No Parking No
Curbed No Length Curb Radii
Sidewalk/Bikeway No
Remarks

II. RIGHT-OF-WAY DATA

1. Existing Right-of-Way:

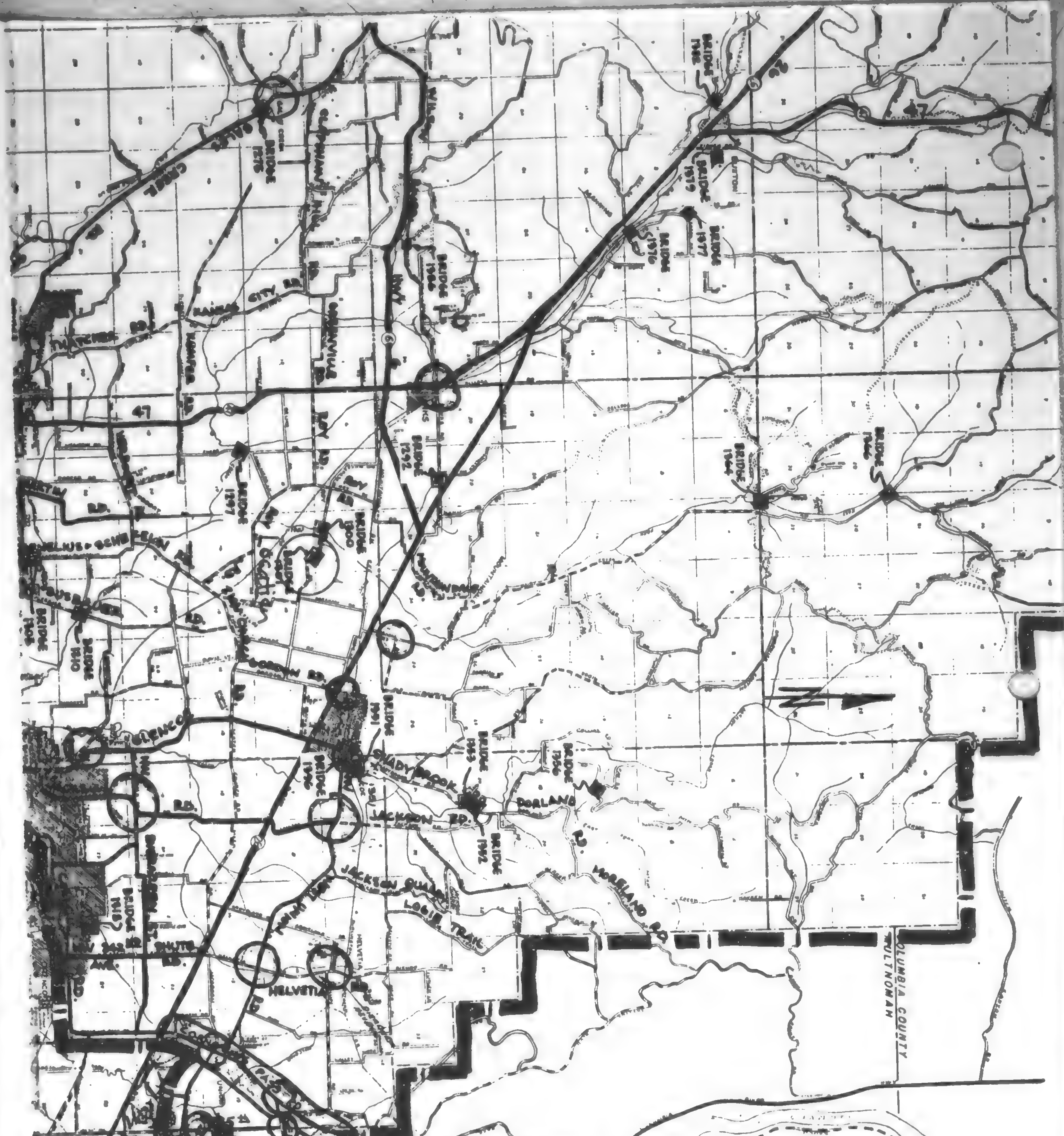
General Width 60' Minimum 60' Maximum 60'

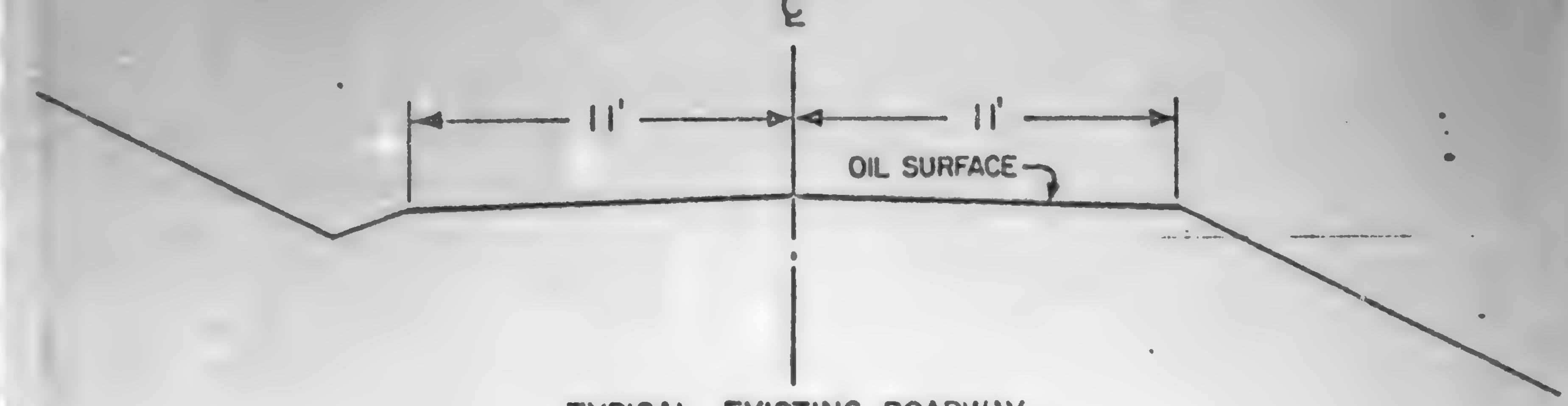
2. Has right-of-way been acquired for this project subsequent to January 2, 1971?
Yes ____ No X

3. Will additional right-of-way be needed? Yes ____ No X
If answer is "yes," will cost of right-of-way be subject to Federal reimbursement? Yes ____ No X
Remarks

III. TRAFFIC CONTROL DATA N/A

1. Existing Signalization and Location:

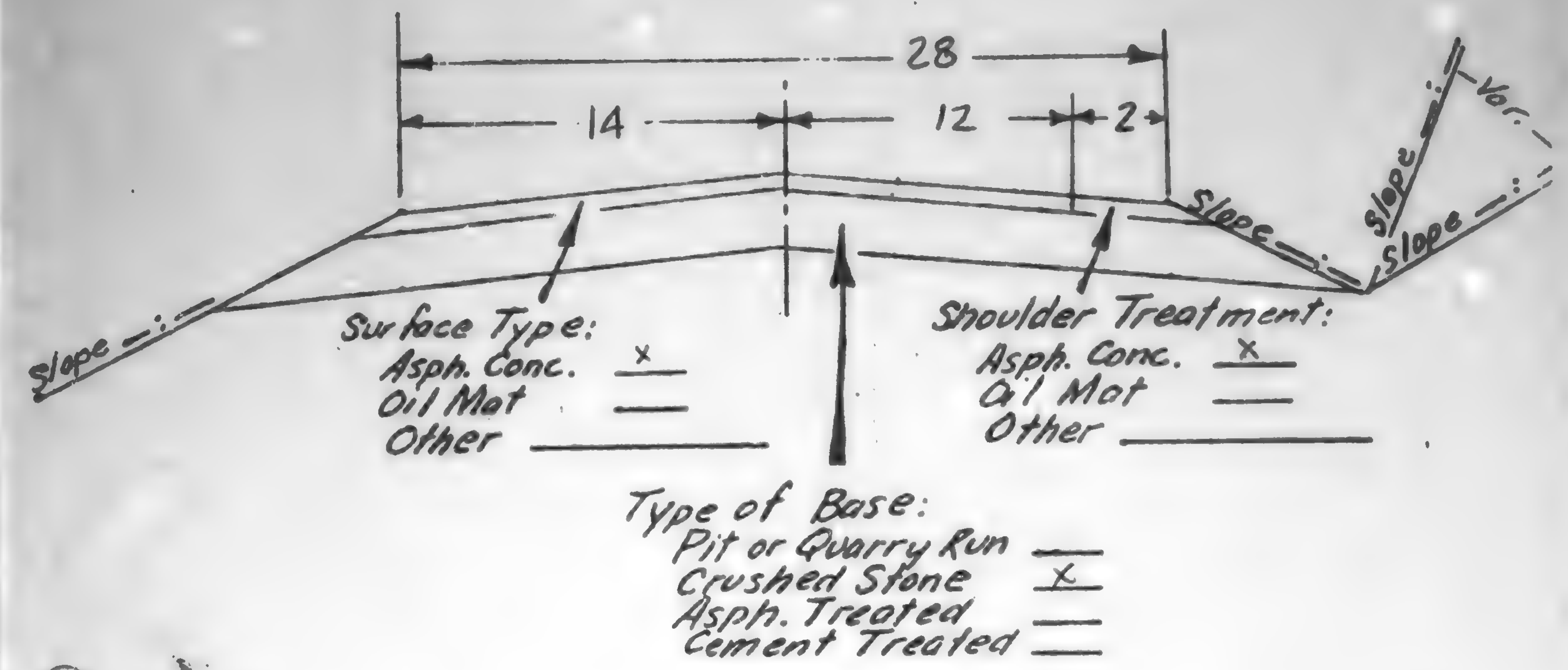

THATCHER RD.
KANSAS CITY RD.
47
GLENCOE
SHADY BROOK
JACKSON RD.
DORLAND
JACKSON QUARRY
LOGIE TRAIL
MORELAND RD.
HELVETIA
GORDON RD.
COLUMBIA COUNTY
MULTNOMAH
COUNTY
STURGEON LAKE
RIVER


℄
11'
11'
OIL SURFACE

TYPICAL EXISTING ROADWAY

TYPICAL SECTION

ROADWAY

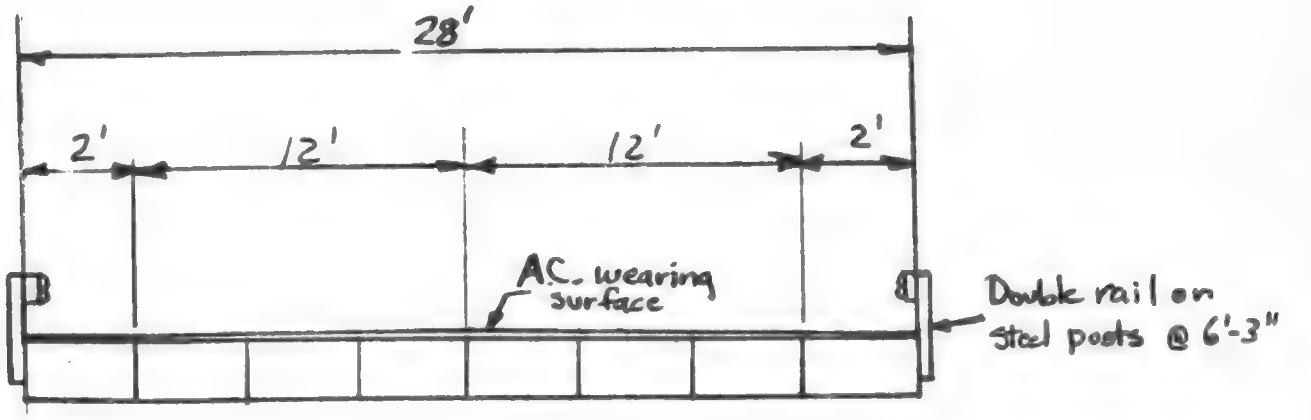

28
14
12
2
Slope
Slope
Slope
Slope
Var.

Surface Type:
Asph. Conc. x
Oil Mat ___
Other ___

Shoulder Treatment:
Asph. Conc. x
Oil Mat ___
Other ___

Type of Base:
Pit or Quarry Run ___
Crushed Stone x
Asph. Treated ___
Cement Treated ___

BRIDGE


28'
2'
12'
12'
2'
A.C. wearing surface
Double rail on steel posts @ 6'-3"

2. **Proposed Signalization:** N/A

Location

Type

Phases

Type of Suspension

Interconnected

Remarks

3. **Permanent Signing:**

Include in project or by applicant? applicant

4. **Permanent Striping:**

Include in project or by applicant? applicant

IV. ILLUMINATION DATA N/A

1. **Existing Illumination and Location:**

2. **Proposed Illumination:**

Location

Type

Remarks

V. STRUCTURE DATA

1. **Existing Structure:**

Location 1 1/2 mile east of Roy Road over the Dairy Creek overflow

Type timber tressle

Approach Roadway Width 20' Shoulder Width 0 - 2'

Length 45 ft. Width 20'

To remain in place? No. County forces will remove.

2. **Proposed Structure:**

Location Same

Approximate Size: Length 45 ft. Width 28'

Are sidewalk/bikeways desired? No

Are any utilities to be attached to structure? No

Are provisions for illumination desired? No

Are there any unusual or complicating conditions? No

Remarks

VI. RAILROAD DATA

1. Are there any railroad crossings? Yes ____ No X

Name of Railroad

Existing Crossing Protection

2. Will existing railroad crossing be altered?

Remarks

VII. ACTION PLAN REQUIREMENTS

During project development for Category 1, 2, and 3 projects, the city or county shall perform and document responsibilities as found indexed in the Oregon Action Plan, particularly Citizen Involvement and Participation; Environmental Aspects; and Public Hearing Requirements.

The OSHD Region Engineer will provide assistance, liaison and monitoring for these activities.

Responsible local office and party to be contacted for the following activities:

1. Citizen Involvement John Crockett, Director of Public Works, Wash. County Office
2. Environmental Same Office
3. Public Hearing Same Office

Remarks

VIII. GENERAL INFORMATION

1. Project preliminary engineering to be performed by:

Applicant ____ State X Consultant ____

2. Project construction engineering to be performed by:

Applicant________ State X Consultant________

3. Will applicant perform any work prior to or after award of contract?

Yes X No________

If "yes," describe briefly: County to remove existing structure.

4. Applicant's estimate of cost for requested project:

Roadway Work	$ 15,000.
Right-of-way costs (if participating)	
Traffic control	
Illumination	
Structures	~~48,000.~~ 65,000.
Railroad	
Other________	
Preliminary engineering	~~7,000.~~ 17,100.
PROJECT TOTAL	$ ~~70,000.~~ 97,100. *

Remarks * Estimate revised as per phone conversation with Mike Borresen 7-27-79. E.C. Meacham

Discussed P.E. revision with Mike Borresen on 11-19-79. E.C. Meacham

THIS APPLICATION IS AN OFFICIAL REQUEST FROM:

CITY OF ________ and/or Washington COUNTY

By________ By John F. Crockett
Director of Public Works

By________ By________

By________

(1976)

1981 Fanno Creek Br. Sec. of 9253
FAU Rt. 9091 in Beaverton.
(Grad., pav. & struc.)

(ORIGINAL)

FORM APPROVED BY
COMPTROLLER GENERAL
U.S. MAY 12, 1966

9253

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

4-30-87

VOUCHER FOR WORK PERFORMED UNDER PROVISIONS OF THE FEDERAL AID AND FEDERAL HIGHWAY ACTS, AS AMENDED

STATE VOUCHER NO. Po9253 / 134-1050

FHWA VOUCHER NO.

FHWA SCHEDULE NO.

APPROPRIATION

THE UNITED STATES, DR., TO *(Insert official or depository named in project agreement)*
Treasurer of the State of Oregon

ADDRESS
Capitol Building, Salem, OR 97310

PAID BY

(For use of Paying Office)

STATE

VOUCHER TYPE *(Check Appropriate Block)*
☐ CURRENT BILLING
☐ OTHER PROGRESS
☒ FINAL VOUCHER (*)

VOUCHER PERIOD
FROM 1-7-81
TO 2-22-85

FEDERAL AID PROJECT NO. 1X - 9091(8)

(*) Use Form FHWA-1447 for Final Voucher for a project constructed under certification acceptance or secondary road procedures (23 U.S.C. 117).

	TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
B23	~~[illegible]~~	~~25,162.72~~	~~85%~~	~~21,388.31~~	~~21,388.31~~	-0-
B23	~~[illegible]~~	~~[illegible]~~	~~85%~~	~~227,511.90~~	227,511.90	-0-
	295,162.40	292,923.78	85%	248,985.21 ~~248,900.21~~	248,985.21 ~~248,900.21~~	-0-

I certify that the costs shown in this voucher have been incurred in accordance with terms of project agreements; applicable State and Federal laws or regulations; and that no claim has previously been submitted for costs claimed.

STATE HIGHWAY AGENCY	DATE	SIGNATURE OF AUTHORIZED OFFICIAL
Oregon	4-30-87	Controller

I certify that supporting records for costs claimed, and the referenced project (if applicable), have been subjected to required reviews, approvals and inspections by the Federal Highway Administration and that the amount approved is justly due.

AMOUNT SUBMITTED	0.00
ADJUSTMENTS	
AMOUNT APPROVED	

SIGNATURE OF FHWA REPRESENTATIVE
(SIGN ORIGINAL ONLY)

DATE APPROVED

FORM PR-20
(REV. 5-76)

PREVIOUS EDITIONS ARE OBSOLETE

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	FANNO CREEK BRIDGE HALL BOULEVARD WASHINGTON COUNTY					
	Construction Type Code X 080 Structure, Bridge #4967A (Sta. 70 + 81 to Sta 71 + 29)					
	Final Contract Payment Summary Lump Sum				$254,125.41	
SFC	#1 Permanent Pavement Striping (State)	All Required			890.92	
SFC	#3 Reimburse State for adjusting manhole	All Required			(300.00)	
	TOTAL PARTICIPATING CONSTRUCTION COST				$254,716.33	
	Construction Engineering State	All Required			38,207.45	
	TOTAL PARTICIPATING PROJECT COST				$292,923.78	
	Non Participating Project Cost Final Contract Payment Summary Lump Cost				(176.92)	
SFC	#4 Install plate to connect guardrail to bridge tube rail (State)	All Required			531.51)	
	Construction Engineering (State)	All Required			1,884.03	
	Total Non Participating Project Cost				2,238.62	
	TOTAL PROJECT COST				$295,162.40	
	Prepared based on Partivipating Cost as shown on the Federal Billing as of 4-10-87					
				AMOUNT CARRIED FORWARD ——		

(ORIGINAL)

FORM APPROVED BY
COMPTROLLER GENERAL,
U.S. MAY 12, 1966

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

VOUCHER FOR WORK PERFORMED UNDER PROVISIONS OF THE FEDERAL AID AND FEDERAL HIGHWAY ACTS, AS AMENDED

STATE VOUCHER NO.

FHWA VOUCHER NO.

FHWA SCHEDULE NO.

APPROPRIATION

THE UNITED STATES, DR., TO *(Insert official or depository named in project agreement)*
Treasurer of the State of Oregon

ADDRESS
Capitol Building, Salem, OR 97310

PAID BY

(For use of Paying Office)

STATE

VOUCHER TYPE *(Check Appropriate Block)*
☐ CURRENT BILLING
☐ OTHER PROGRESS
☒ FINAL VOUCHER (*)

FEDERAL AID PROJECT NO. 1X - 9091(8)

VOUCHER PERIOD
FROM 1-7-81
TO 2-22-85

(*) Use Form FHWA-1447 for Final Voucher for a project constructed under certification acceptance or secondary road procedures (23 U.S.C. 117).

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823	25,219.08	25,162.72	85%	21,388.31	21,388.31	-0-
823	269,943.32	267,661.06	85%	227,511.90	227,511.90	-0-
	295,162.40	292,923.78	85%	248,900.21	248,900.21	-0-

I certify that the costs shown in this voucher have been incurred in accordance with terms of project agreements; applicable State and Federal laws or regulations; and that no claim has previously been submitted for costs claimed.

STATE HIGHWAY AGENCY Oregon

DATE 4-30-87

SIGNATURE OF AUTHORIZED OFFICIAL Controller

I certify that supporting records for costs claimed, and the referenced project (if applicable), have been subjected to required reviews, approvals and inspections by the Federal Highway Administration and that the amount approved is justly due.

AMOUNT SUBMITTED 0.00

ADJUSTMENTS

AMOUNT APPROVED

SIGNATURE OF FHWA REPRESENTATIVE
(SIGN ORIGINAL ONLY)

DATE APPROVED

FORM PR-20
(REV. 5-78)

PREVIOUS EDITIONS ARE OBSOLETE

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

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	Final Contract Payment Summary Lump Sum				$254,125.41	
SFC	#1 Permanent Pavement Striping (State)	All Required			890.92	
SFC	#3 Reimburse State for adjusting manhole	All Required			(300.00)	
	TOTAL PARTICIPATING CONSTRUCTION COST				$254,716.33	
	Construction Engineering					
	State	All Required			38,207.45	
	TOTAL PARTICIPATING PROJECT COST				$292,923.78	
	Non Participating Project Cost					
	Final Contract Payment Summary Lump Cost				(176.92)	
SFC	#4 Install plate to connect guardrail to bridge tube rail (State)	All Required			531.51)	
	Construction Engineering (State)	All Required			1,884.03	
	Total Non Participating Project Cost				2,238.62	
	TOTAL PROJECT COST				$295,162.40	
	Prepared based on Partivipating Cost as shown on the Federal Billing as of 4-10-87					
	AMOUNT CARRIED FORWARD					

```
                                          TOT       N1                                                    876.60
                                      ** JOB TOTALS **                 **              **             132,257.39  **

                                                                                                  XI  9091008   12 STATE
FANNO CREEK BRIDGE        CONT NO 9253   FA PROJ NOS XI   9091008  88                             229,778.71      81     82
                           134    1050      201       00 P 1                                       24,669.20      81     81
                           134    1050      201       00 P 8                                        1,691.56CR    21     82
                           134    1050      204       00 P 1                                          691.56      81     81
                           134    1050      204       00 P 8                                          446.51      83     83
                           134    1050      260       04 P 1                                           85.00      83     83
                           134    1050      260       04 N 1                                          890.92      82     32
                           134    1050      270       01 P 1


ACCOUNT SUMMARY - EXPENDITURES & LEDGERS                                 JUNE 1985          PAGE  240
                                                                           FISCAL         GRAND TOTAL     ACTIVE  YRS
       DESCRIPTION          PREFIX  FUNCTION SUB F. GP  CURRENT MONTH   YEAR TO DATE        TO DATE       BEG     END
                           134    1050      291       03 P 1                                   300.00CR
                           134    1050      296       00 N 9                2,264.67CR     250,342.37CR   81      85
                           134    1050      298       00 N 9                2,264.67       250,342.87     81      85
                           134    1050      900       00 P 1                   11.48        30,370.58     81
                           134    1050      900       00 P 8                                   392.64     81
                           134    1050      900       00 N 8                                    56.36     81      81
                           134    1050      900       01 P 1                                [illegible]
                           134    1050      920       00 P 1         .08CR      17.34          159.96     81      85
                           134    1050      940       00 P 1         .07CR      16.05        2,426.45     81      85
                           134    1050      940       00 P 8         .01CR       2.19       [illegible]
                           134    1050      941       00 P 1                                 3,863.[illegible]
                           134    1050      941       00 P 8                                     6.05
                           134    1050      942       00 P 1                                [illegible]
                           134    1050      944       00 P 1                                [illegible].55
                           134    1050      945       00 P 1         .35CR      78.37          923.49             85
                           134    1050      945       00 P 8         .05CR      10.68       [illegible]
                           134    1050      946       00 P 1                                [illegible]
                           134    1050      946       00 P 8                                     8.74     81      81
                           134    1050      948       00 P 1                                   225.31     81      81
                                            TOT       P1             .50CR     123.24      268,666.18
                                            TOT       P8             .06CR      12.87       25,854.[illegible]
                                            TOT       N1                                        55.30
                                            TOT       N8                                        56.36
                                        ** JOB TOTALS **             .56CR**   136.11  **  294,661.52  **

                                                                                                         STATE
BEAV/TUAL HWY&SW LOC ST    CONT NO 9282 & FA PROJ NOS HES 9091007 100                       50,01[illegible].85
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                           134    1053      206       00 N 1                                 2,137.35
                           134    1053      240       02 P 1                                 4,318.[illegible]5
                           134    1053      240       03 P 1                                [illegible].90
                           134    1053      270       01 P 1                                58,636.15CR   81
                           134    1063      296       00 N 9                                55,444.40
                           134    1063      298       00 N 9                                   191.[illegible]
                           134    1063      [illegible]
```

9253

STATE COPY

TO BE COMPLETED BY FHWA	U.S. Department of Transportation Federal Highway Administration	Form Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER 3-106	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	State Oregon
PROJECT REPORT NUMBER		County Washington
MODIFICATION NUMBER 1	3-14-85	Project Number IX-9091(8)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on , 19 , is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 291,899	$ 295,000
Federal funds	$ 248,023	$ 250,750
Other revisions		

This modification is made for the following reasons:

To include increases in construction and construction engineering costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 14th day of March, 19 85.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

for Manager, Program Section
(Title)

~~By~~ For: H.S. Coulter, P.E.

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON MARCH 11, 1985

FEDERAL AID PROJECT NO. IX-9091(8[illegible])

Fanno Creek Bridge
Hall Boulevard
Washington County

REVISED PROJECT AGREEMENT ESTIMATE

TYPE CODE X080
Structure, Bridge No. 4967A (Sta. 70+81 to Sta. 71+29)

ITEM	UNIT PRICE	ORIGINAL QUANTITY	ORIGINAL AMOUNT	REVISED QUANTITY	REVISED AMOUNT
Trench Excavation	$ 30.00	45	$ 1,350.00	117.51	$ 3,535.30
Class B Asphalt Concrete	33.60	520	17,472.00	683.44	22,963.58
	Subtotals		$18,822.00		$26,498.88

Increase	$ 7,676.88
Subtotal from estimate of March 3, 1981	251,991.00
Subtotal	$259,667.88
Engineering	35,332.12
Total	$295,000.00

Length of Project ---------------- 0.009 mi.

Federal Funds (85%)	$250,750.00
State Funds	44,250.00
TOTAL	$295,000.00

Group 1: 88%; Group 2: 12%
Contract No. 9253
Prefix: 134-1473
Prefix: 134-1050
Appn Code: 823

WH:me

STATE COPY OMB No. 04-R2089 L.

9253

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO. 3-68	S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION **FEDERAL-AID PROJECT AGREEMENT** 3/10/81	ate Oregon County WASHINGTON Project No. IX-9091(8)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Co. Rd., SW Hall Blvd. @ Fanno Cr. (Beaverton)

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	1-7-81	0.009
OTHER *(Specify)*		

FUNDS 85% PRO RATA

ESTIMATED TOTAL COST OF PROJECT $ 291,899.00	FEDERAL FUNDS $ 248,113.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)
By
Asst. State Hwy Engineer
(Title)
For: H.S. Coulter
~~By~~ XX
State Highway Engineer
(Title)
By
(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
By
(Division Administrator)
For: E.J. Valach (actg.)
Date executed by Division Administrator MAR 1 0 1981

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

file

Oregon State Highway Division
Salem, Oregon, March 3, 1981

Federal Aid Project
No. IX-9091(8)

Fanno Creek Bridge
Hall Boulevard
Washington County

Project Agreement Estimate.

Type Code X080
Structure, Bridge #4967A (Sta. 70+81 to Sta. 71+29)

Mobilization	All Required		$ 24,500.00
Temporary Protection and Direction of Traffic	All Required		700.00
Temporary Signs	101 sq.ft.	$ 10.00	1,010.00
Temporary Barricades	8 each	80.00	640.00
Temporary Continuous Rail Traffic Barrier, Reflectorized	300 lin.ft.	5.00	1,500.00
Temporary Guard Rail, Type 1A, Reflectorized	200 lin.ft.	7.00	1,400.00
Temporary Reflective Pavement Markers	110 each	6.00	660.00
Flagmen	400 hours	21.00	8,400.00
Clearing and Grubbing	All Required		22,000.00
Removal of Structures and Obstructions	All Required		4,000.00
Embankment in Place	980 cu.yd.	6.00	5,880.00
Granular Embankment	630 cu.yd.	7.50	4,725.00
Channel Change Excavation	1,370 cu.yd.	3.50	4,795.00
Trench Excavation	45 cu.yd.	30.00	1,350.00
1"-0 Aggregate Base	300 cu.yd.	11.00	3,300.00
Class "B" Asphalt Concrete	520 ton	33.60	17,472.00
Asphalt Membrane	335 sq.yd.	13.00	4,355.00
12-inch Sewer Pipe	96 lin.ft.	16.00	1,536.00
Extra for Pipe Under Pavement	75 lin.ft.	15.00	1,125.00
Concrete Inlets, Type G-2	5 each	500.00	2,500.00
6-inch Drain Pipe	206 lin.ft.	2.00	412.00
Filter Fabric	206 sq.yd.	2.50	515.00
Gravel in Drains	20 cu.yd.	10.00	200.00
Guard Rail, Type 1A	75 lin.ft.	12.00	900.00
Guard Rail, Type 2A	175 lin.ft.	14.00	2,450.00
Guard Rail Anchors, Type 1	2 each	325.00	650.00
Rail End Pieces, Type C	2 each	85.00	170.00
Rail End Pieces, Terminal Connector	2 each	60.00	120.00
Concrete Walks	110 sq.yd.	20.00	2,200.00
Concrete Curbs	10 cu.yd.	120.00	1,200.00
Adjusting Manholes	1 each	300.00	300.00
Water Main Installation	All Required		6,000.00

Oregon State Highway Division
Salem, Oregon, March 3, 1981

Federal Aid Project
No. IX-9091(8)

Bridge Removal Work	All Required	$	$ 2,500.00
Structure Excavation	110 cu.yd.	3.00	330.00
Furnish Pile Driving Equipment	All Required		22,820.00
Alternate "A"			
Furnish Prestressed Concrete Piling	1,248 lin.ft.	10.00	12,480.00
Drive Prestressed Concrete Piles	1,248 lin.ft.	1.00	1,248.00
Structural Concrete, Class 3300 (85 c.y.)	All Required		10,500.00
4'x45'/50' Prestressed Slabs	18 each	2,500.00	45,000.00
Reinforcement (8,400 lbs. @ $0.50)	All Required		2,700.00
Reinforced Concrete Bridge End Panels	343 sq.yd.	45.00	15,435.00
Three Tube Steel Railing	174 lin.ft.	57.00	9,918.00
	Alternate "A"		$249,896.00

Anticipated Items		
Permanent Pavement Striping	All Required	$ 500.00
Temporary Erosion Control	All Required	100.00
Relocate City Fire Hydrant	All Required	1,495.00
		2,095.00
	Subtotal (Alt. "A")	$251,991.00
	Engineering	34,018.00
	Total	$286,009.00

Length of Structure .... 0.009 mi.

Work Retained in Program Status
(not included in amounts below)

Roadside Seeding and Mulching	All Required	$ 500.00

Federal Funds (85%)	$243,107
State Funds	42,902
Subtotal	$286,009
Reserve Federal Funds	5,006
Reserve State Funds	884
TOTAL	$291,899

Group 1 88% Group 8 12%
Contract No. 9253
Prefix: 134-1473
Prefix: 134-1050

92,5 3

STATE COPY t

c: OSHD (H & Coulter)

CST

U.S. Department of Transportation
Federal Highway Administration

FINAL ACCEPTANCE REPORT

REGION NO. 10	REPORT NO. 2	COUNTY Washington	DIVISION Oregon
DATE OF REPORT 2-19-85	REPORT MADE BY 2-19-85 T. P. Lowe, Area Engineer		PROJECT NO. IX-9091(8)
COMPLETION DATE (Actual) 9-2-81	ACCEPTANCE DATE BY CONRTACT AGENCY 10-10-84	TIME ELAPSED 94 %	CONTRACT TIME 210 days
LOCATION See Below			

The FHWA-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted. (Projects over $500,000)
A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

FANNO CREEK BRIDGE
FAU ROUTE 9091
Grading, Paving & Structures

This project provided for replacement of an old timber structure with a single span concrete slab, concrete pile supported structure. Also the approaches were widened and paved.

The minor items noted in the final inspection report have been satisfactorily resolved.

The final cost of $290,000 is 1% more than the original estimate.

NOTED
W. E. SCHWARTZ

RECEIVED
STATE HWY ENGR
FEB 25 '85
REFER TO
Fredrickson
FOR
Info | Invest | R/D | D/R | Sign | Act | File

cg
3/5

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE T. P. Lowe Original Signed by T. P. LOWE		SIGNATURE G. K. Hossner Original Signed By G. K. HOSSNER Field Operations Engineer	
TITLE Area Engineer	DATE [illegible] 28 [illegible]	TITLE Field Operations Engineer	DATE [illegible]

9253

November 6, 1984

United Pacific Insurance Co.
Bond Department
33405 8th Ave. So. C-3000
Federal Way, WA 98003

CON 3
#9253

Gentlemen or Ladies:

On October 23, 1984, we wrote to you concerning release of final payment on Contract No. 9253 awarded to Siuslaw Construction Co. for work on the Fanno Creek Bridge Section of FAU Route 9091 in Washington County.

Final payment on this contract is $500.58. The total contract amount is $253,948.49 including $1,430.42 for work performed under force account.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

kjm
cc: Siuslaw Construction Co.
9291 SE 64th
Portland, OR 97206

bc: C. O. Fredrickson
Walt Hart
E. L. Hardt

9253

Files

REPORT OF ACTION UNDER DELEGATED AUTHORITY BY

ASSISTANT STATE HIGHWAY ENGINEER

11-2-84

On behalf of the Commission and under delegated authority, the following contracts were accepted as being completed according to specifications:

Contractor and Contract No.	Section and County	Acceptance Date
Morse Bros., Inc. Contract No. 9764	District 9 Rock Production Gilliam & Morrow Counties	10/2/84
Palmberg Paving Co., Inc. Contract No. 9672	Neawanna Cr.-Holliday Dr. (Seaside) Clatsop County	10/4/84
J. C. Compton Co. Contract No. 9782	Arlington-Fossil Gilliam & Wheeler Counties	10/11/84
Cherry City Electric, Inc. Contract No. 9609	Pac. Hwy. E @ Hilfiker Rd. (Salem) Marion County	10/11/84
Cascade Construction Co. Contract No. 9610	Sundial-Sandy River Multnomah County	10/11/84
Johnson Rock Products, Inc. Contract No. 9709	Winchester Bay Slide Douglas County	10/18/84
Auburn Construction Co. Contract No. 9613	Courtney Creek Bridge Linn County	10/18/84
Siuslaw Construction Co. Contract No. 9253	Fanno Creek Bridge Washington County	10/18/84
Wildish Corvallis Const. Co. Contract No. 9600	4th St.-10th St. (Medford) Jackson County	10/18/84
Bend Aggregate & Paving Co. Contract No. 9803	Pieper Canyon-Heppner Morrow County	10/26/84

Contractor and Contract No.	Section and County	Acceptance Date
Morse Bros., Inc. Contract No. 9036	Battle Cr.-N. Jefferson Intch. Marion County	10/29/84
Dirt & Aggregate Intch.,Inc. Contract No. 9639	Tillamook-Fogarty Cr. Lincoln & Tillamook Counties	11/2/84
Cascade Const. Co., Inc. Contract No. 9375	SW 89th Ave.-Pac. Hwy. (Tualatin) Washington County	11/2/84
Cascade Const. Co., Inc. Contract No. 9380	N. Basin Ave.-N. Going St. Multnomah County	11/2/84

EXPENDITURE RECAP

	ABOVE PROJECTS	FY TO DATE
Original Authorization	$19,756,427.39	$48,062,407.21
Anticipated Costs	$20,961,419.36	$52,349,194.57
% Overrun (Underrun)	+6.1%	+8.9%

November 2, 1984

W. E. Schwartz, P.E.
Asst. State Highway Engineer

9253 CL-82-150

4.

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

FILED
AUG 06 1982
NORMA PAULUS
SECRETARY OF STATE

August 5, 1982

IN REPLY REFER TO
FILE NO.:

RECEIVED
AUG 06 1982
NORMA PAULUS
SECRETARY OF STATE

CON 5
#9253

Gresham Paving, Inc.
4540 S.E. 174th Avenue
Portland, OR 97236

Attention: Cindi White
Business Manager

Gentlemen or Ladies:

This will acknowledge your Notice of Claim dated July 19, 1982, in the amount of $2,920.92 against Siuslaw Construction Company.

The claim states this is in reference to the Siuslaw Construction Company Contract No. 9253 for work on the Fanno Creek Bridge Section of FAU Route 9091 in Washington County.

The United Pacific Insurance Company furnished the bond on this contract. We will advise the surety and the contractor of the receipt of this claim. We will also forward it to the Secretary of State for filing.

Please advise this office when your claim has been satisfied.

Sincerely,

Robert Gormsen

Robert W. Gormsen
COMMISSION SERVICES

TED

8-24-82 dmc

js
cc: Siuslaw Construction Co.
224 N.E. 18th
Portland, OR 97232

United Pacific Insurance Co.
Fidelity & Surety Department
P. O. Box 1216
Tacoma, WA 98401

RECEIVED
AUG 12 1982
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

bc: ✓ Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

Gresham Paving, Inc.
GRADING AND PAVING CONTRACTORS
PHONE 667-1102

4540 S.E. 174 TH AVE.
PORTLAND, OREGON 97236

NOTICE OF BOND CLAIM

(Pursuant to ORS Chapter 279)

The undersigned submits the following claim against bond of contractor

To: Mr. Robert Gormsen
State of Oregon
Transportation Building Room 121
Salem, Oregon 97310

Re: Siuslaw Construction Co.
224 N. E. 18th
Portland, Oregon 97232
Contract No. FAU 9091 / 9253
Project Name: Fanno Creek Bridge

Notice is hereby given that the undersigned, Gresham Paving, Inc., has a claim for retention being held in the above improvement in the sum of $2,920.92 against the bond taken from Siuslaw Construction Company for work on the Fanno Creek Bridge.

GRESHAM PAVING, INC.

Cindi White
Cindi White
Business Manager

DATE 07/19/82

CERTIFIED
P11 [illegible]
MAIL

R [illegible]

9253

L.

FORM 734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

	SECTION: FANNO CREEK BRIDGE (HALL BLVD.)	WEEK ENDING: FEBRUARY 27, 1982
		SECTION PREFIX: 134-1050
	HIGHWAY: HALL BLVD. (FAU-9091)	COUNTY: WASHINGTON
NAME OF JOB: FANNO CREEK BRIDGE (HALL BLVD)	KIND OF WORK: GRADING, PAVING AND STRUCTURE	
CONTRACTOR: SIUSLAW CONSTRUCTION COMPANY	CONTRACT NUMBER: 9253	FEDERAL AID PROJECT NUMBER: 1X-9091(8)
DATE OF CONTRACT: FEBRUARY 5, 1981	DATE WORK STARTED: FEBRUARY 21, 1981	ESTIMATED COMPLETION DATE:
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0	SPECIFIED WORK DAYS:	WORK DAYS USED:
	SPECIFIED CALENDAR DAYS: 210	CALENDAR DAYS USED: 197
	SPECIFIED COMPLETION DATE:	PERCENT OF TIME ELAPSED: 94
PROJECT AUTHORIZATION: $286,412.71		PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
EXCLUSIVE OF ENGINEERING: $263,791.57	ENGINEERING AUTHORIZATION: $22,711.14	
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $263,791.57	ENGINEERING COST TO DATE: $22,000.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100
ESTIMATED PERCENT: OVERRUN UNDERRUN: 0 %	PERCENT OF AUTHORIZATION: 97 %	DATE PROJECT WAS COMPLETED: SEPTEMBER 2, 1981

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
100	100	100	100	100			

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

NONE

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	4967-A						
PERCENT	99+						

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 21	CLOUDY/FAIR	0	0	
MONDAY 22	PLUVIAL	0	0	
TUESDAY 23	OVERCAST/SNOW	0	0	
WEDNESDAY 24	CLOUDY/DRY	0	0	
THURSDAY 25	CLOUDY/DRY	0	0	
FRIDAY 26	PLUVIAL	0	0	
SATURDAY 27		0	0	

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MAR 1 1982
CONSTRUCTION BRANCH
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CP

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

21 SUNDAY	NO ACTIVITY ALL WEEK.
22 MONDAY	
23 TUESDAY	
24 WEDNESDAY	
25 THURSDAY	
26 FRIDAY	
27 SATURDAY	

REMARKS

STATUS TO DATE: SEMI-FINAL ON ITS WAY, LAST WEEKLY REPORT.

SIGNED E Rodriguez
E. RODRIGUEZ
LOCATION BEAVERTON

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP*F216

#9253 10-19-81 L.

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IX-9091(8)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Washington

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 00124

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 10/1/81

8. FEDERAL ROUTE NUMBER FAU 9091

9. STATE ROUTE NUMBER County Road

10. GENERAL LOCATION: Fanno Creek Bridge (Hall Blvd.)

11. GENERAL DESCRIPTION OF WORK Document Credit to Project

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER (*Specify*) See below

13. REMARKS

I approve the advance authorization date of 10/1/81 as requested in Mr. Keasey's letter of 10/5/81 to document credit to project for adjustment of manhole that was a non reimbursable item. Credit to project TEC $300 Federal Funds $255.

(Above credit represented by SFO #3)

RECEIVED
STATE HWY ENGR
OCT 23 '81
REFER TO Moehring
FOR

Info	Inves	R/C	D/R	Sign	Act	File
						✓

Orig 10-23

14. DATE 10/19/81

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hossner

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

9253

CON 5

DATE: February 26, 1981

TO: E. J. Valach, Acting Division Administrator
Federal Highway Administration

FROM: C. T. Keasey
Ass't. State Hwy. Engr.

SUBJECT: Notification Contract Work Started
Federal-aid Project Number
IX-9091(8)

Contract 9253, Work Started February 20, 1981

Project Fanno Cr. Bridge

Highway FAU 9091

County Washington

RDC:mk

cc: R. D. Church

9253

2-2-81

4.

U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. IX-9091(8)

STATE PROJECT NO. See below

COUNTY NAME Washington

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

FROM:
E. J. Valach, Acting Division Admin
FHWA - Oregon Division

PROGRAM NO.

ITEM NO. 00124

TO:

Mr. H. S. Coulter
State Highway Engineer
State Of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
FEB 6 '81
REFER TO Moehring
FOR

Info	Inves	R/D	D/R	Sign	Act	File

orig E 3651

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER
8/14/81	2/2/81	FAU 9091
		STATE ROUTE NUMBER County Road

GENERAL LOCATION: Fanno Creek Bridge

GENERAL DESCRIPTION OF WORK: Utility Adjustment

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☒ OTHER (Specify) Utility Adjustment

☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's letter of 1/23/81 you are authorized to proceed with the actual adjustments of the City of Beaverton's fire hydrant relocation on an actual cost basis estimated to be $1,495 Federal Funds $1,270. I approve the agreement with the City of Beaverton.

Approval and Participation for the eligible portion of the Work Authorized above is subject to the Provisions of the Federal aid Program Manual.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
2/2/81	G. K. Hoerner	for Acting Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U. S. GOVERNMENT PRINTING OFFICE: 1978-631-858

9253

2

January 23, 1981

ROW 18-4

RECEIVED
TECHNICAL SERVICES
JAN 26'81
REFER TO
FOR
Info Inves R/D D/R Sign Act File

TO: Glen L. Green, Division Administrator
Federal Highway Administration

FROM: D. E. Swan
Operations Programming Engineer

SUBJECT: Fire Hydrant Relocation
City of Beaverton
Fanno Creek Bridge Section
FAU 9091 (Hall Blvd.)
Washington County
Project No. IX 9091(8)

Here is a copy of an estimate of cost to adjust City of Beaverton's fire hydrant dated January 8, 1981, and a sketch showing their proposed relocation.

A certification prepared by Ted Inloes as to the City's rights in the land occupied by their facilities is in our files.

A copy of the relocation letter to the City dated July 10, 1980, was previously supplied to your office.

An appropriate permit for the utility's proposed relocation will not be issued as this is a City utility on a City street.

The State is not entitled to a credit for expired service life under the provisions of Paragraph 9b (1) (b) of PPM 30-4, as the relocation involves one crossing of the project by the facilities.

There will be no betterment derived from the proposed adjustment of the City's facilities.

Your approval of the actual cost agreement, as evidenced above, and authorization to proceed with the work under the provisions of PPM 30-4 and 30-4.1 is requested. Estimated cost to the State is $1,495.

DES/JMC/llr
Enc.
cc: E. S. Hunter
Jack M. Cartwright
Ted Inloes

NOTED
E.S. HUNTER

APPROVED

CITY OF BEAVERTON
4950 S.W. Hall Blvd. Beaverton, Oregon 97005 (503) 644-2191

January 8, 1981

TE RECEIVED RSM
UE RSC
SO REGION I RBI
TO

Mr. Ted Inloes
State of Oregon
9002 S.E. McLoughlin Blvd.
Milwaukie, OR 97222

Subject: Fanno Creek Bridge/Hall Blvd. Project

Dear Ted:

Regarding our telephone conversation of January 8, 1981, the following is the cost breakdown for the relocation of the fire hydrant at the above mentioned project:

Material & equipment	
20 ft. 6" CIP at $4.95 ft.	$ 99.00
12 x 6 tapping sleeve and valve	630.00
40 ft. 5/8 rd. @43 cents ft.	17.20
tractor - 8 hrs. @ $16.00 hr.	128.00
utility truck - 8 hrs. @$5.00 hr.	40.00
10 yd. truck - 8 hrs. @$8.00 hr.	64.00
pickup truck - 3 hrs. @$2.50 hr.	7.50
subtotal	$985.70

Labor		
Foreman - 3 hours @$ 9.75 hr.	$29.25	
Leadman - 8 hours @$ 8.20 hr.	65.60	
Utilityworker II - 8 hrs. @$8.14	65.12	
Utilityworker II - 8 hrs. @$6.70	53.60	
Equipment Operator - 8 hrs. @$7.83	62.54	
OPE Load (35%)	96.64	
subtotal	~~$276.11~~	372.75
10% O/H		135.85
GRAND TOTAL	~~$1261.80~~	$1,494.30 @

(~~Does not include overhead~~)

This figure is an actual estimated cost. If you have any questions, please feel free to call me.

Respectfully,
CITY OF BEAVERTON
Steve Baker
Stephen L. Baker
Operations Director

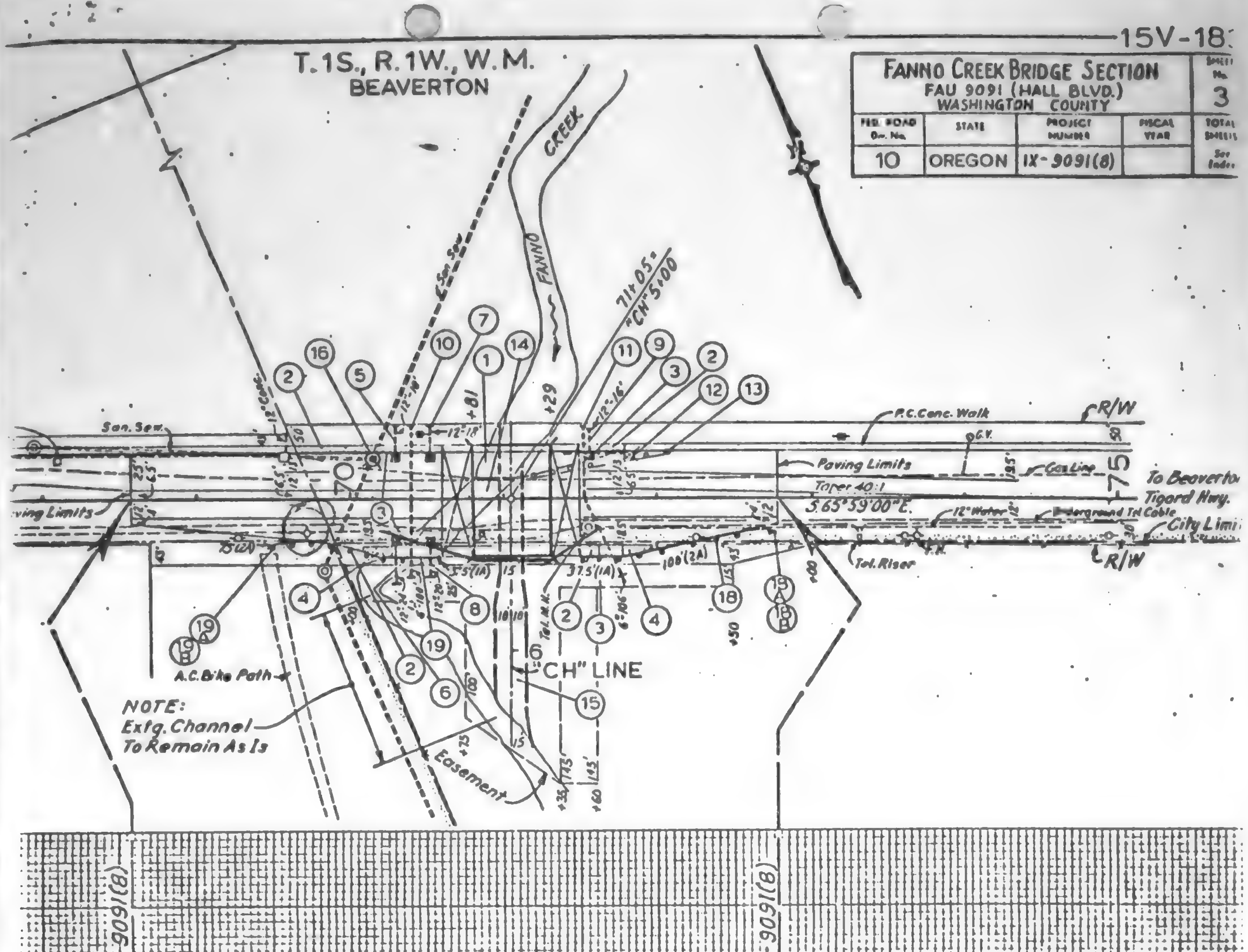
APPROVED Date 1/22/81
IN ACCORDANCE WITH
ACCOUNTING PROCEDURES
R L Evans
County Auditor
Asst. Controller

SLB/ef

15V-18

FANNO CREEK BRIDGE SECTION
FAU 9091 (HALL BLVD.)
WASHINGTON COUNTY

FED. ROAD DIV. No.	STATE	PROJECT NUMBER	FISCAL YEAR	SHEET No.	TOTAL SHEETS
10	OREGON	IX-9091(8)		3	See Index


T.1S., R.1W., W.M.
BEAVERTON
FANNO
CREEK
Sw. Sew.
71+05 = "CH" 5+00
① ② ③ ④ ⑤ ⑥ ⑦ ⑧ ⑨ ⑩ ⑪ ⑫ ⑬ ⑭ ⑮ ⑯ ⑱ ⑲ 19A 19B 18A 18B
12" Conc.
12"-18"
12"-16"
+81
+29
San. Sew.
P.C. Conc. Walk
R/W
G.V.
Paving Limits
Gas Line
Taper 40:1
S.65°59'00"E.
12" Water
Underground Tel Cable
City Limit
To Beaverton Tigard Hwy.
70
75
Tel. Riser
F.H.
15 W
37.5'(1A)
100'(2A)
"CH" LINE
A.C. Bike Path
NOTE: Extg. Channel To Remain As Is
Easement
Tel. M.H.
IX-9091(8)
BEGINNING OF PROJECT STA. 68+58
END OF PROJECT STA. 72+78
Match Extg. Pvmt.
Profile Grade @ ℄
Extg. Pvmt. @ ℄
-2.236
+1.10
+0.33
140' V.C.
100' V.C.
18"
175.20
176.55
Subgrade
+90
+25
1-1/4:1
1-1/2:1
185
180
175
170
7 (Stage I) Exc. 90 (Stage II)
12 (Stage I) Exc. 145 (Stage II)
Granular Emb. In Pl. 41 (Stage I)
Granular Emb. In Pl. 90 (Stage II)
Emb. In Pl. 179 (Stage II)
Emb. In Pl. 218 (Stage I) 584 (Stage II)
85 (Stage I) Ch. Ch. (Excess)
Exc. 1283 (Stage II) Ch. Ch. (Excess)
Granular Emb. In Pl. 95 (Stage I) 405 (Stage II)

9053

1-7-81

2

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. IX-9091(8)

STATE PROJECT NO. See below

COUNTY NAME Washington

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

PROGRAM NO.

ITEM NO. 00124

FROM:
G. L. Green, Division Administrator
FHWA - Oregon Division

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY [illegible]
JAN 21 '81
REFER TO Moehring
FOR

Info	Inter.	R/D	D/R	Sign	Act	File

orig w/att

DATE PS&E APPROVED 8/14/80

DATE AUTHORIZATION EFFECTIVE 1/7/81

FEDERAL ROUTE NUMBER FAU 9091

STATE ROUTE NUMBER County Road

GENERAL LOCATION:

Fanno Creek Bridge

GENERAL DESCRIPTION OF WORK:

Structure

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION

☒ OTHER *(Specify)* Perm. Pave Striping S.F. $500
Temp. Erosion Control $100

☐ ACQUISITION OF RIGHT-OF-WAY

☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

After concurrence in award you are authorized to proceed with those items listed above as shown in your Estimate.

Mr. Swan's 1/5/81 request and certifying statements are accepted.

Revised PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $299,000 Federal Funds $254,150.

A signed copy of the Title Sheet is returned herewith.

(Increase TEC $42,529 Federal Funds $36,149)

DATE 1/7/81

SIGNATURE OF APPROVING OFFICIAL Christianson

TITLE for Division Administrator

FORM PR-1240 (REV. 6-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U. S. GOVERNMENT PRINTING OFFICE: 1975-631-186

9253 C

Section FANNO CREEK BRIDGE **Programming Estimate** $

Highway FAU 9091 12-31-80 **Project Length**

County WASHINGTON **Completion Time** 210 Cal.Days

Kind of Work GRADE, PAVE, STRUCTURE **Est. Comp. Date**

Prefix 134-1413 **Letting Date** **Project No.** IX-9091(8)

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount . . . . $ A 263176^{50} B 267,400^{50}

Anticipated Additional Items:		
Royalty Payment		
Permit Fees		
Slide Correction		
Railroad Protective Costs		
Other Railroad Costs		
Permanent Signing		
Permanent Pavement Striping	500	
Temporary Pavement Striping		
Remove Pavement Striping (Exist. & Temp.)		
Temporary Erosion Control ✓	100	
State Furnished		
Roadside Seeding & Mulching	500	$ 2450
Asphalt Cement Adjustment		
On the Job Trainees		
State Responsibility for Damages		
Signal Controller Testing (Engineering)		
Bikeway Signs		
Furnish Mailbox Posts		
Adjust Utilities:		
Relocate City Fire Hydrant ✓	1350	

Subtotal $ A 265,626^{50} B 269,850^{50}

Contingencies (4-1/2%) . . . . A 11,953^{19} B 12,143^{27}

Engineering (~~8~~, 9, ~~10~~%) . . . . A 23 906^{39} B 24286^{55}

~~Subtotal~~ ~~$~~

~~Credit for~~

Estimated Net Authorization, Construction . . . . $ A 301,486^{08} B 306,280^{32}

APPROVED

REC'D 12-31-80
Q

Road Design Engineer

OREGON STATE HIGHWAY DIVISION
SUMMARY--BID SCHEDULE--COST ESTIMATE

Sheet 1 of 3
Date

Section Fanno Cr. Bridge
County Washington
Length
Name Day
Kind Of Work

RECEIVED
COST ANALYSIS
DEC 16 1980
☐ CE ☐ CES ☐ CAS ☐ CT

No	Item	Code	Unit	Quant.	Unit Cost	Total
	Mobilization		All	All	9%	21,700
	Temporary Protection and Direction of Traffic		All	All		1140
	Temporary Signs		Sq Ft	101	6-	606
	Temporary Barricades		Each	8	125	1000
	Temporary Continuous Rail Traffic Barrier, Reflectorized		Lin Ft	300	6	1800
	Temporary Guard Rail, Type 1A, Reflectorized		Lin Ft	200	14^{25}	2850
	[illegible] Reflectorized		Lin Ft	75	8	
	Temporary Reflective "Pavement Markers		Each	110	5^{50}	605
	Flagmen		Hr	400	23^{50}	9400
	Roadwork					
	Clearing and Grubbing		All	All		1000^{00}
	Removal of Structures and Obstructions		All	All		1000^{00}
	Embankment in Place		Cu Yd	980	5^{50}	5390-
	Granular Embankment		Cu Yd	630	5^{50}	3465
	Channel Change Excavation		Cu Yd	1370	5^{25}	7192^{50}
	Trench Excavation		Cu Yd	45	15^{00}	675-
	1"-0 Aggregate Base		Cu Yd	300	12^{00}	3600-
	Class "B" Asphalt Concrete		Ton	520	35^{00}	18200
	Asphalt Membrane		Sq Yd	335	15^{00}	5025
	12-inch Sewer Pipe		Lin Ft	96	20^{00}	1920-
	Extra for Pipe Under Pavement		Lin Ft	75	15^{00}	1125
	Concrete Inlets, Type G-2		Each	5	600^{00}	3000
	6-inch Drain Pipe		Lin Ft	206	3^{00}	618
	Filter Fabric		Sq Yd	206	4^{00}	824
	Gravel in Drains		Cu Yd	20	25^{00}	500

OREGON STATE HIGHWAY DIVISION

SUMMARY--BID SCHEDULE--COST ESTIMATE

Sheet 2 of 3

Date

Section FANNO CR BRIDGE

County

Kind Of Work

Length

Name Day

No	Item	Code	Unit	Quant.	Unit Cost	Total
	Guard Rail, Type 1A		Lin Ft	75	15.00	1125
	Guard Rail, Type 2A		Lin Ft	175	17.00	2975
	Guard Rail Anchors Type 1		Each	2	350.00	700
	Rail End Pieces, Type C		Each	2	120.00	240
	Rail End Pieces, Terminal Connector		Each	2	450.00	900
	Concrete Walks		Sq Yd	110	15.00	1650
	Concrete Curbs		Cu Yd	10	130-	1300
	Adjusting Manholes		Each	1	250.00	250
	Water Main Installation		All	All		10,000-
	STRUCTURE					
	Bridge Removal Work		All	All		10,000
	Structure Excavation		Cu Yd	110	12	1320
	Furnish Pile Driving Equipment		All	All		10,000
	Alternate "A"					
	Furnish Prestressed Concrete Piling		Lin Ft	1248	14	17,472
	Drive Prestressed Concrete Piles		Lin Ft	1248	2	2496
	Alternate "B"					
	Furnish Cast-in-Place Piling		Lin Ft	1152	14	16128
	Drive Steel Pile Shells		Lin Ft	1152	7	8064

OREGON STATE HIGHWAY DIVISION
SUMMARY—BID SCHEDULE—COST ESTIMATE

Sheet 3 of 3
Date
County
Section Fanno Cr Br.
Name
Kind Of Work
Length

No	Item	Code	Unit	Quant.	Unit Cost	Total
	Structural Concrete, Class 3300 (85 cy @ 240)		All	All		20,400
	4'x 45'/50' Prestressed Slabs		Each	18	3200	57,600
	Reinforcement (8400 lb @ $0^{\underline{50}}$)		All	All		4200
	Reinforced Concrete Bridge End Panels		Sq Yd	343	55	18865
	Three Tube Steel Railing		Lin Ft	174	52	9048

9253

C

117 DOT Building
Salem, Oregon 97310

Highway # 734

Attention: Right-of-Way Section 12-17-80

Prefix 134-1413

Subject: Federal Aid Project No. BRM-9091(-).
Project Name Fanno Creek Bridge (Beaverton) Hall Blvd.

Regarding the above referred to federal aid project, we hereby certify that to the best of our knowledge and belief:

A. Existing Right-of-Way

☐ 1. All construction can be accomplished completely within the existing right-of-way. This existing right-of-way was acquired prior to January 2, 1971.

B. New Right-of-Way

☒ 1. This project required additional right-of-way purchased after January 2, 1971. Right-of-way, easements, or rights-of-entry required for this project have been secured in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, and all incidental charges related to the transfer of property will be paid by the city in accordance with said Act.

☐ a. There has been no displacement of persons from residences, farms or businesses.

OR

☒ b. There has been displacement of persons from either residences, farms or businesses and in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, displaced persons, businesses, or farm operations have been provide relocation payments, if eligible, and relocation assistance. Displaced individuals or families have been relocated to decent, safe and sanitary housing or have been offered decent, safe, sanitary an fair housing immediately available on the open market.

C. Utilities

☒ 1. The occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to federal aid project have been authorized by permit, franchise, or other approved procedure.

Signed at BEAVERTON, Oregon, this 17th day of December, 1980

City of Beaverton

Certified By:

Kenneth Rolfe
Regional Right-of-Way Supervisor
Date Dec. 24, 1980

Mayor

City Recorder

Instructions: Complete A [illegible] B and C.
R/W File No. ________
Rev. 1/76

9253

Form FHWA 121 (1/80)

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

THE OREGON DIVISION - Salem
UNITED STATES GOVERNMENT

L.

memorandum

Subject: Oregon Project M-9091(-)
Fanno Creek Bridge (Hall Blvd. Section)
Bridge #4967A
Washington County

Date: August 15, 1980

From: G. L. Green, Division Administrator

Reply to Attn. of: HBR-OR

To: Mr. H. S. Coulter, State Highway Engineer, ODOT

The structure data submitted in Mr. Wallace's letter of July 8, 1980, is approved subject to the foundation information verification.

G. L. Green

cc:
OSHD (W J Hart, Strs)

RECEIVED
STATE HWY ENGR
AUG 21 '80
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

R

9253

c

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO 6-2

August 5, 1980

TO: G. L. Green, Division Administrator
Federal Highway Administration

Original Signed By
D. E. Swan

FROM: D. E. Swan
Operation Programming Engineer

SUBJECT: Project Data Submission
Item No. 00124
Project No. IX-9091(8)
Fanno Creek Bridge Section
Hall Blvd. (FAU 9091)
Washington County

Attached support data consists of PR-1 forms and project maps for the subject project.

It is the Oregon State Highway Division's intention to request PS&E approval upon availability of funds.

I request transfer of Interstate Substitution General Funds for construction of the subject project. This action will involve an estimated total cost of $256,471 with substitution funds in the amount of $218,001.

This request is based on the July 31, 1980 letter to you from Mr. F.B. Klaboe, Director of the Department of Transportation.

JLG:bke
Attachments

cc: R.N. Bothman, Metro
Max Klotz, Metro
Jon Rose, Metro
Ed Hardt, Region 1
Gary Zehner, w/att.

734 3122

Budget Bureau No. 41-R2067

FORM PR-1 (REV. 4-61)

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O. 8-5-80

CARD 2	REPORT NUMBER (19) (20)	PROJECT LOCATION (45 typewriter spaces) 21 Co. Rd., SW Hall Blvd. @ Fanno Cr. (Beaverton) 65	ADT	PRESENT	FUTURE 16,000 (66) (70)	YEAR 00 (71) (72)	REGION 10	STATE NAME Oregon

CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) One Bridge 28 62	NATL. FOREST (63) (65)	FH ROUTE NO. (66)	SUPV AGCY	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)	PROJECT NUMBER PREFIX LETTER (S) 14 IX- 23	NUMBER 9091 7

CARD 4	CLASS OF FEDERAL FUNDS Interstate Substitutions General Funded	COUNTY NAME Washington				
	NAME OF URBAN AREA 17-31 Portland	ROUTE NO. U	FEDERAL-AID 9091 (32)	STATE Co. Rd. (36) (37)	U.S. ---	

ESTIMATED PROJECT COST BY PHASES

CARD	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS (85%)	STATE FUNDS	OTHER FUNDS
1	(14-15)	(16	41	42	43 46	53		(54) (58)	(59) (66)	(67) (75)		
5					PE							
5					ROW							
5					CONST (CODE) X080		"Fanno Cr. Br. Sec."	0.08	256,471	218,001	38,470	

CARD 1	CODE 1	PREPARED BY JLG	PROJECT TOTALS	0.08	256,471 (16) (23)	218,001 (24) (33)	38,470
91	14	PROGRAM APPROVAL DATES 10-4-79					REMARKS

1341413

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FORM PR-1 (REV. 4-61)

8-5-80

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

ECT LOCATION (45 typewriter spaces): Rd., SW Hall Blvd. @ Fanno Cr. (Beaverton) 65

ADT: PRESENT: FUTURE: 16,000 (66) (70) YEAR: 00 (71) (72)

REGION: 10

STATE NAME: Oregon

STATE CODE: 41 (2) (3)

APPN CODE: 823 (4) (8)

ITEM NO.: 00124 (14) (18)

WORK (35 typewriter: ge 62

NATL. FOREST: (63) (65)

FH ROUTE NO.: (66) (68)

SUPV AGCY: (69)

DA CLASSIF.: (70)

DA AREA: (71)

EMERG. YR.: (72) (73)

PL. AUTH YR: (74) (75)

PROJECT NUMBER: PREFIX LETTER(S): IX- 14 23 NUMBER: 9091 7 SEQ. NO.: (8) 13

I. Projects Only: POST MI.: (24) DESIG.: (26) 27

Interstate Substitutions General Funded

Portland

COUNTY NAME: Washington

CODE: 067 (16)

PROGRAM STAGE: ☐ 1 OR ☐ 2

ROUTE NO.: U

FEDERAL-AID: 9091 (32)

STATE: Co. Rd. (36) (37)

U.S.: --- (41)

ESTIMATED PROJECT COST BY PHASES

WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS (85%)	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
46	53		(54) (58)	(59) (66)	(67) (76)			
E								
OW								
ONST (CODE) X080		"Fanno Cr. Br. Sec."	0.08	256,471	218,001	38,470		ROW-73' min.; Access Control-none; Parking Restrictions-none.
JLG		PROJECT TOTALS	0.08	256,471	218,001	38,470		
				(16) (23)	(24) (33)			

ROVAL DATES: 10-4-79

REMARKS

-over-

USCOMM DUSCOMM-DC 48905-P61

FANNO CREEK BRIDGE SECTION
PROJECT NO. IX-9091(8)

Fiscal Data:

Route	TEC	FF
I-84	$146,049.00	$124,142.00
I-505	110,422.00	93,859.00
	$256,471.00	$218,001.00

Existing Facility: Fanno Cr. Br.; No. 4967; hwy. over waterway; prestressed flat slab span; L 26'; HC 30.5'; H-20 loading.

Adjacent Sections: 40-foot bituminous surfaced curbed street.

Project Data: The work consists of 1) construct on existing alignment one prestressed flat slab span bridge (Br. No. 4967A) 48 feet long with horizontal clearance of 62 feet and walks on each side; 2) remove existing structure; 3) construct approach roadways as necessary; 4) install guardrail at each end of bridge as directed; 5) perform incidental work common to this type of project and 6) adjust utilities as required.

System Action, Airports, Railroads, Water Developments, Historical and Recreational Areas: None involved.

FHPM 7-7-2 Requirements: Non-major action project concurred in by FHWA on December 7, 1979.

FHPM 4-1-4 Requirements:

a) State Clearinghouse--------- A-95 review exempt under working agreement.
b) Dist. 2 Clearinghouse------- A-95 review satisfied through inclusion of project in MSD FY '80 TIP.

FHPM 7-7-5 Requirements:

a) Public Hearings ----- None under Oregon Action Plan.
b) LOC/DES-------------- Not a factor in the development of project.

Accomodation of Utilities: A State-City agreement is being prepared to comply with paragraph 6d(1) of PPM 30-4.1.

Maintenance: A State-City agreement is being prepared to comply with Section 116, Title 23 U.S.C.

Note: 1) This project is in Congressional District No. 1.
2) Included in MSD FY '80 TIP/AE on page 168 line 306.

. Br.; No. 4967; hwy. over waterway; prestressed
.5'; H-20 loading.

bituminous surfaced curbed street.

sists of 1) construct on existing alignment
pan bridge (Br. No. 4967A) 48 feet long with
feet and walks on each side; 2) remove existing
roach roadways as necessary; 4) install guardrail
rected; 5) perform incidental work common to this
st utilities as required.

ilroads, Water Developments, Historical and
nvolved.

Non-major action project concurred in by FHWA on

----- A-95 review exempt under working agreement.
----- A-95 review satisfied through inclusion of
project in MSD FY '80 TIP.

None under Oregon Action Plan.
Not a factor in the development of project.

A State-City agreement is being prepared to comply
M 30-4.1.

agreement is being prepared to comply with Section 116,

in Congressional District No. 1.
FY '80 TIP/AE on page 168 line 306.

Fiscal Data:

Route	TEC	FF	STATE
I-84	$146,049.00	$124,142.00	$ 21,907.00
I-505	110,422.00	93,859.00	16,563.00
	$256,471.00	$218,001.00	$ 38,470.00

9253

July 31, 1980

COM 21-2

Mr. G. L. Green
Division Administrator
Federal Highway Administration
Equitable Center, Suite 100
530 Center Street, NE.
Salem, Oregon 97301

Dear Mr. Green:

Interstate Transfer Funded Projects
Portland Urbanized Area

Under authority granted to me on February 2, 1979, by Governor Atiyeh, I request your approval to use Interstate Transfer Funds for a highway project in the Portland urbanized area. Funds for this project are available from the withdrawal of the Mt. Hood and Industrial Freeways from the Interstate Highway System under Section 103(e)(4) of Title 23, U.S.C.

I concur that the following project is a regional priority and has been developed in conformance with the Region's continuing, cooperative, comprehensive transportation planning process:

Fanno Creek Bridge Section
Hall Boulevard (Tigard)
Beaverton-Tualatin Highway (FAU 9091)

I have directed the Project Management Branch of the Highway Division to process this project with your office to obligate the Federal transfer funds as they are authorized by the Metropolitan Service District.

Sincerely,

F. B. Klaboe
Director

cc Metropolitan Service District

bc H. S. Coulter
R. N. Bothman
D. H. Moehring

JLG:bke fn

9253m FHWA 121 (1/80) L,

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

THE OREGON DIVISION - Salem
UNITED STATES GOVERNMENT

memorandum

Subject: Oregon Project M-9091(-)
Fanno Creek Bridge (Hall Blvd. Section)
Bridge #4967A, Your File No. DES 23
Washington County

Date: July 22, 1980

From: G. L. Green, Division Administrator

Reply to Attn. of: HBR-OR

To: Mr. H. S. Coulter, State Highway Engineer, ODOT

We have reviewed Mr. Wallace's submittal of July 8, 1980, for the Fanno Creek Bridge on Hall Boulevard of the Beaverton-Tualatin Highway No. 141. We find the submittal acceptable subject to confirmation of the foundation condition.

for G. L. Green

cc:
OSHD (W J Hart, Br)

RECEIVED
STATE HWY ENGR

JUL 23 '80

REFER TO

Orig to

FOR

Info	Inves	R/O	D/R	Sign	Act	File

9253

L.

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

VICTOR ATIYEH
GOVERNOR

In Reply Refer to
File No.:
DES 23
Br 4967A

July 8, 1980

Glen L. Green
Division Administrator
Federal Highway Administration
Equitable Center Suite 100
530 Center St N E
Salem OR 97301

NOTED
E. S. HUNTER

Fanno Creek Bridge
Fanno Cr Br (Hall Blvd) Section
Beaverton-Tualatin Highway, No. 141
Washington County
Bridge 4967A

Enclosed are two reduced prints of drawings 35343 and 35107 which are the preliminary plan and elevation and vicinity map for this structure. Also enclosed are two copies of the hydraulic report. The foundation report is not complete but will be forwarded as soon as it is available.

The alignment, roadway width, and sidewalks are in accordance with the standards governing the project.

A prestress slab span bridge on prestressed concrete pile was determined to be the most economical for this site. A shorter span with vertical abutments was considered. This would require building a detour bridge to handle traffic which increased the cost of the project.

The estimated cost of this structure, including an allowance for engineering and contingencies, is $198,000.

We request your approval of our preliminary plan and your concurrence that this project is eligible for FAI-X funding.

Walter J. Hart
Bridge Engineer

ORIGINAL SIGNED
L. L. WALLACE
L. D. Wallace
Asst. Bridge Engineer

RECEIVED
TECHNICAL SERVICES
JUL 10'80
REFER TO
FOR
File

Enclosures

cc E. S. Hunter
D. H. Moehring
D. O. Christensen /w/ encl.
E. L. Hardt /w/ encl.
R. N. Bothman /w/ encl. (2 sets)
Gary Potter /w/ encl.

Form 734-3122

9253

VICTOR ATIYEH
GOVERNOR

Department of Transportation
METROPOLITAN BRANCH
5821 N.E. GLISAN, PORTLAND, OREGON 97213

In Reply Refer to
File No. 234-1956

June 4, 1980

Telephone: 238-8231

C. William Ockert, Director
Transportation Department
Metropolitan Service District
527 S.W. Hall
Portland, OR 97201

Subject: TIP Adjustment Request
Fanno Creek Bridge on Hall Blvd.

Attached is an MSD Request for Funding Authorization Adjustment transferring $124,142 from the Hall Blvd. TSM project to the Fanno Creek Bridge on Hall Blvd.

This adjustment has been approved by the City of Beaverton and ODOT.

Please have your staff make the requested adjustment.

MAX J. KLOTZ
Program Manager

cc: T. Spence
~~G. Zehner~~
E. Mershon
Gaithen

FANNO CR. BR.
Const Funding:
I-505 = 79,671
Mt Hood = 124,142
* Plus PE = 14,188
TOTAL CONST. 218,001
AVAILABLE

* PE FUNDS NOT USED
PE W/STATE FUNDS

METRO

METROPOLITAN SERVICE DISTRICT

REQUEST FOR FUNDING AUTHORIZATION ADJUSTMENT

DETAILS OF ADJUSTMENTS

PROJECT RECEIVING FUNDS Fanno Creek Bridge on Hall Boulevard

SPONSORING JURISDICTION Oregon Department of Transportation

FUNDING SOURCE, ie, FAU, Mt Hood, I-505, etc

	PE	*R/W*	*CONST*	*OTHER*	*TOTAL*
Current TIP Authorization	$ 14,188	$	$ 79,671	$	$ 93,859
(+) Transferred Amount			124,142		
(=) Revised Authorization			203,813		218,001

PROJECT PROVIDING FUNDS HALL BOULEVARD TSM PROJECT

SPONSORING JURISDICTION

FUNDING SOURCE, ie, FAU, Mt Hood, I-505, etc

	PE	*R/W*	*CONST*	*OTHER*	*TOTAL*
Current TIP Authorization	$ 42,163	$	$ 353,812	$	$ 395,975
(-) Transferred Amount			124,142		
(=) Revised Authorization			229,670		271,833

BASIS FOR ADJUSTMENTS

REASONS PROJECT RECEIVING FUNDS NEEDS ADDITIONAL FEDERAL SUPPORT: Funding is inadequate to proceed, yet widening is critical for operation of Hall Blvd. in Beaverton. The Fanno Creek Bridge is consistent with the objectives of the TSM project.

REASONS FEDERAL FUNDING CAN BE REDUCED FOR PROJECT RELINQUISHING FUNDS: The funds allocated to the Hall-Scholls Ferry intersection reconstruction portion of the Hall TSM project are significantly short and ODOT is unable to proceed. The remaining improvement (transit shelters, signing, various left-turn refuges and signalization improvements) will be implemented.

HOW IS THE PROJECT RELINQUISHING FUNDS STILL VIABLE? The Hall Blvd. TSM project was prepared as a package of small projects which will proceed except for the major costly Scholls Ferry intersection reconstruction and will improve travel flow.

Metro Transaction #

AGREEMENT TO TRANSFER FUNDS

	OFFICIAL APPROVAL	DATE
JURISDICTION PROVIDING FUNDS	Lionel Lopez	5/30/80
JURISDICTION RECEIVING FUNDS	T.A. Spence	5/12/80
METRO EXECUTIVE OFFICER (If transfer between jurisdictions)		
METRO COUNCIL (If flagged by Executive Officer)		

cc ODOT, Metro Branch
Form 800129

9253

C

STATE OF OREGON **INTEROFFICE MEMO**

DEPT TELEPHONE

ROW 12

TO: Ken Rolfe
Reg. R/W Supervisor
REGION 1

DATE: June 2, 1980

FROM: Adele L. Egan
R/W Office Unit Supervisor

SUBJECT: Files 51227 & 51228
Fanno Cr. Br. Sec.
Hall Blvd.
Washington County

Attached are two copies each of two original Option forms covering right of way to be acquired in connection with the Fanno Creek Bridge Section of Hall Boulevard in Washington County. This contract is scheduled for letting on September 25, 1980.

The distribution number to be used for the acquisition of these files has not been assigned.

Do not appraise or negotiate until notified by Frank Lowe.

Please send cost estimates for programming purposes to Frank and submit a Relocation Plan to the Relocation Supervisor if one is necessary.

Enclosed for your information are copies of the Authorization List and Mr. Wakerlig's letter of May 29, 1980.

Maps covering this area have already been sent to you.

File No.	Name	Area
51227	Tualatin Hills Park & Recreation	1,250 sq. ft.
51228	Freehold Properties, Inc.	3,675 sq. ft.
		10,950 sq. ft.
		3,250 sq. ft.

AC:nn
Enc. 2 Options, etc.
cc: Ed Hardt
Appraisal/Auth. List
F. Lowe
Title
A. Riveness/Exhibit
✓Don Harwell

Fanno Cr. Br. Widening as stated in
City-State Hwy. Exchange
Agree. dated 3-27-79

PROJECT MANAGEMENT BRANCH
ASHE ☐ STE ☐
PLE ☐ RE ☐ PRE ☑
JUN 3 1980
REFERRED TO N
FOR M
FILE: PM FA LG.

CK

.9253

C

Form 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Portland Oregon

February 19, 1980

FILE: 134-1413

FROM: Curt Duval
Metro Location Engineer

TO: Frank Terpin
Location Engineer

SUBJECT: Fanno Creek Bridge
Hall Blvd. (Beaverton)
Washington County
Prefix 134-1413

RECEIVED
FEB 20 1980
LOCATION SECTION

I am submitting to you the following subject location data:

INDEX NUMBER		ITEM
1		1 Pad; Estimate Data and Reports ✓
2		1 Folder; Planning File and Correspondence ✓
3	to Bridge 3-4-80	1 Roll; Vicinity Map (Base Map), Mylar ✓ – R/W Descrip
4	to Bridge 3-4-80	1 Roll; Vicinity Map (w/ const.), Mylar ✓ – R/W Descrip
5	To Final Design 2-27-80	1 Roll; Cross Sections, Vellum ✓
6		1 Roll; Cross Sections(w/ const.), Sepia ✓
7		1 Book; Field Notes ✓ – R/W Descrip
8		1 Folder; Photographs ✓ – Bridge
9		1 Folder; Deeds ✓ R/W Descriptions
10		1 Folder; Surveys (copies) ✓ R/W Descriptions
11		1 Roll; Existing Utilities ✓
12		1 Roll; Surveys and Tax Lot Maps ✓ R/W Descriptions
		1 Utilities Report ✓
		1 Soils & Geology Report ✓

In reviewing subject project, it was found that retaining walls are needed at the SW and NE corners of the proposed structure. The SW corner wall is needed to retain the fill from the streambed as well as delete the need of the construction easement from Tualatin Hills Parks & Rec. District. The NE corner wall is needed to retain the fill from the streambed. It may be advisable to investigate the possibility of founding the structure footing below the streambed and supporting a prestressed slab structure with a wall, thus eliminating filling in the streambed. As you know, changing the channel in this area is very unpopular.

2-26-80
project is on [illegible] program – approved for PSE Doc but not for Construction
L

js

2-26-80
talk to J. Kieser, Metro, – the Tualatin Hills Park & Rec. District land needing easement (as referred to in narrative) has been deeded to us and project will need only an assessment which has been submitted ✓
P Lewellyn

to City-County 2-29-80

Rec'd 6-19-80

OREGON STATE HIGHWAY DEPARTMENT
QUANTITY SUMMARY & COST ESTIMATE Sheet ____ of ____ Sheets

FANNO CREEK BRIDGE Unit
Section HALL BLVD(BEAVERTON) County WASHINGTON Project 134-1413-901
Length .08mi Designer E.C. PURDY Draftsman G.M.G. Date JAN. 1980

Item	Unit	Net	10%Allow	Gross	Price	Amount
MOBILIZATION	LUMP SUM					23,942
TEMPORARY PROTECTION & DIRECTION OF TRAFFIC	LUMP SUM					9,577
TEMPORARY SIGNS	SQ.FT.	124		124	$7.00	86
TEMPORARY BARRICADES	EACH	8		8	125.	1,000
FLAG MEN	HOUR	128	2	130	22	2,860
CLEARING & GRUBBING	LUMP SUM					1,000
EMBANKMENT IN PLACE	C.Y.	633		633	8.00	5,06
FINISHING ROADBED & SLOPES	LUMP SUM					1,000
WATERING	M-GAL	15		15		22
AGGREGATE BASE	TON	699	1	700	10	7,000
CLASS "B" ASPHALTIC CONCRETE	TON	477		477	40	19,0
12 INCH SEWER PIPE	LIN.FT.	18'		18'	30	540
CONCRETE INLET TYPE CG-1	EACH	1		1	550	550
GUARDRAIL, TYPE 2A	LIN.FT.	100		100	17	1,700
CONCRETE WALKS	SQ.YD.	200		200	20	4,000
CONCRETE CURB, TYPE A	LIN FT.	328		328	12	3,936
ADJUSTING MANHOLES	EACH	2		2	300	600
PERMANENT SIGNS	LUMP SUM					200
ROADSIDE SEEDING & MULCHING	LUMP SUM					1,000
TEMPORARY STRUCTURE	LUMP SUM					17,500
REMOVE STRUCTURE	LUMP SUM					5,500
56' x 62' R.C.D. STRUCTURE	LUMP SUM					165,800
SUBTOTAL(CONTRACT ITEMS)						272,942
ENGINEERING & CONTINGENCIES	(40 %)					109,177
RIGHT OF WAY						2,300
UTILITIES				2		
PERMANENT STRIPING SFO						1,400

$385,819

Form 81-734-3363

OREGON STATE HIGHWAY DEPARTMENT

LOCATING ENGINEER'S STATEMENT

Submit 2 Copies With Estimate

Prefix 134-1413 Highway HALL BLVD. (BEAVERTON) Section FANNO CREEK BRIDGE

Highway Class CITY STREET Date JANUARY 1980

Yes	No	N/A*	
			1. Are the following being submitted?
☐	☒	☐	a. Detail Map (Hard Copy).
☐	☒	☐	b. Small Scale Ownership Map.
☐	☒	☒	c. Abandonment Map.
☒	☐	☐	d. Vicinity Maps (PUC and Structures).
☐	☐	☒	e. RR Encroachment Maps and Cross Sections.
☐	☐	☒	f. Interchange Layout Sheets.
☒	☐	☐	g. Location Profile. See Vicinity Map
☒	☐	☐	h. Located Line Cross Sections.
☐	☒	☒	i. Mass Diagram.
☒	☐	☐	j. Earthwork and Other Calculations to Support Estimate.
☒	☐	☐	k. Field Notes.
☐	☒	☐	l. Coordinate Sheets. Assumed coordinates used
☐	☒	☐	m. Clearing and Grubbing Chart. See Estimate Calculations & Narrative
☐	☒	☐	n. Report on Bench Mark Recoveries (Form E-369)
☐	☒	☐	(1) Description of Bench Mark (Form E-185).
☐	☒	☐	(2) Report on Condition of Bench Mark (Form E-186).
☒	☐	☐	o. Photostats of Deeds and Legal Instruments covering Ownerships.
☒	☐	☐	p. Copies of Maps, Plats and other necessary information for the preparation of R/W Descriptions.
☐	☒	☒	q. Property Appraisal and justifications for alternate facilities.
☒	☐	☐	r. Preliminary Soils and Material Report.
☒	☐	☐	s. Statement of Source of Materials and Stockpile Site (Form E-368).
☐	☐	☒	t. Sketch Map of all Proposed Stockpile Sites, Gravel Pits and Quarries, with supporting data for Descriptions.
☒	☐	☐	u. Estimate for Movement of Utilities.
☒	☐	☐	v. Quantity Summary.
☒	☐	☐	w. Cost Estimate.
☒	☐	☐	x. Narrative Report of Survey.
☐	☒	☒	2. Have all traverses that are required for the preparation of Metes and Bounds Descriptions been closed?
☒	☐	☐	3. Have all required temporary easements been designated as to area, type and duration?
☒	☐	☐	4. Have you taken into consideration the mechanics and properties of the various types of soil encountered?
☐	☒	☐	5. Have samples of the surfacing materials been submitted for test by the Salem laboratory?
☐	☐	☒	6. Have you investigated drift conditions (snow and sand)?
☐	☒	☐	7. Are there slide conditions apparent?
☒	☐	☐	8. Have you been over this project with a Soils representative?
☒	☐	☐	9. Have you been over this project with a R/W representative?
			10. Has a typical section of the following been platted on the location profile?
☒	☐	☐	a. Roadbed Grading, with Surfacing.
☐	☐	☒	b. Retaining Walls.
☐	☐	☒	c. Slope Benching.
☐	☐	☒	d. Hand Placed Slopes.
☐	☒	☐	c. Rip Rap Work. Hydraulics has not addressed rip rap
☐	☐	☒	f. Irrigation Ditches.
☐	☐	☒	g. Special Drainage Ditches.
☐	☒	☐	h. Channel Changes. See Narrative
☐	☐	☒	i. Flumes.
☒	☐	☐	j. Sidewalks, Curbs and Gutters.
☐	☐	☒	k. Tunnel (Drainage).
☐	☒	☐	11. Is relocation of a scale site necessary?
☐	☒	☐	12. Does this project involve construction of a frontage road?
☒	☐	☐	13. Will there be unusual difficulty in handling traffic during construction?
☐	☒	☐	14. Have all important alignment points been referenced?
☒	☐	☐	15. Have all location problems been discussed in the Narrative Report of Survey?

* Non Applicable

Signature ....
Locating Engineer

Address METRO-PORTLAND, OREGON

FANNO CREEK BRIDGE
HALL BOULAVARD (BEAVERTON)
WASHINGTON COUNTY

Earl C. Purdy Resident Locating Engr.

NARRATIVE REPORT

PURPOSE AND HISTORY

The purpose of this survey is to perform the necessary preliminary engineering to design a replacement structure at the Hall Blvd. (formerly the Beaverton-Tualatin Highway) crossing of Fanno Creek.

The site is located on a southerly city boundary about one half mile west of the Beaverton-Tigard Highway(M.P.2.17; Beaverton-Tualatin Hwy.).

The project was orignally a part of the Hall Blvd. TSM project. Funding, taken from the original TSM estimate, has been estimated at $308,000. Actual approved funding is being revised at this time; the exact amount is not clear.

Following is a summary of the Location Cost Estimate submitted with this report:

ROADWORK	$ 62,886.
STRUCTURES	211,456.
RIGHT OF WAY	2,300.
ENGINEERING AND CONTINGENCIES (40%)	109,177.

The structure costs include a 74x56 replacement structure (dimensions include sidewalks), a temporary detour structure and removal of the existing structure. The exact structure size and costs will surely be revised after its design.

HORIZONTAL AND VERTICAL ALIGNMENT CONTROL

The centerline wa established from adjacent property corner monumentation, as shown on county surveys and OSHD Located Line Drawing 10c-50-14. Assumed co-ordinates were used for the map plotting. Bearings are as shown on 10c-50-14.

A level line was run from Bench Mark E622, line 370 (OSHD) datum of 1929 to the project site.

ROADWAY SECTION AND BASE DESIGN

The roadway section was provided by the city of Beaverton and is their standard section "B" with omitted planted areas in median and adjacent to the curbs. The section provides a 12 foot median turning lane and four 12 foot travel lanes with a 1 foot curb-side shy. A 5 foot sidewalk on the left side (notherly) will match the existing walk immediately west and east of the bridge site. The south sidewalk would be a 7 foot combination pedestrian-bikeway. The actual center of the roadway is 0.5 ' left of the R/W center-line due to matching the existing curb line, 31.5 left.

The base design provided by the Location Section calls for 7 1/2inches of asphaltic concrete (includes 1 1/2" future-final application) and 12 inches of aggregate base. The aggregate base component was chosen over a treated base design due to the confined project length and necessary construction staging. the existing pavement would be retained with a 2 inch immediate overlay as grade line permits.

MATERIALS (Surfacing and Earthwork)

Commercial sources in the Metro area will be used for the relatively small surfacing quantities.

Approximate earthwork quantities are:

EMBANKMENT IN PLACE	633 C.Y.
GENERAL EXCAVATION (includes channel work)	600 C.Y.

The general excavation which must occur after the embankment construction is excess material. Disposal would be at the contractor's discretion. These quantities include about 209 c.y. of roadside excavation and 391 c.y. of channel re-alignment under the proposed structure. The Embankment in Place must be imported: the source would be left to the contractor.

STAGE CONSTRUCTION

The existing 34 foot wide structure is situated so that a temporary structure must be constructed for traffic staging. Two-way traffic must be maintained as alternate routing of traffic is impractical. The stage construction outlined in the estimate calculations, which should be re-evaluated when the actual structure design has been selected, would place a temporary structure on the upstream side while the existing structure is partially removed and one half of the new bridge is built in the downstream side. The upstream half would be completed while using the new downstream half for traffic. A detour completely away from the new bridge would require additional earthwork, surfacing and R/W costs.

DRAINAGE

Inlets are proposed at the four bridge corners and at the gutter line sag left of Sta.70+30. The outfall culvert for the existing inlet left of Sta71+78 was not found and the inlet was plugged at the time of the survey. Additional culvert work might be necessary if the plugged condition has not beenrepaired by construction time.

UTILITIES

Utilities requiring adjustments are Portland General Electric, General Telephone Company, Northwest Natural Gas, water and sewer.

The Unified Sewerage Agency manholes at station 69+80 right and station 70+15 left must be adjusted vertically about one foot. These are included in the roadwork estimate.

Power pole number 15141 and anchor left of station 70+44 is located where new embankment must be placed about three feet deep in the 2;1 slope area. With P.G.E.'s concurance this pole could remain in place with careful e embankment construction.

The telephone poles right of station 69+26 and 70+81 must be repositioned as they fall in the widened roadway . The pole at 70+81 also has junction boxes attached. An underground cable must be adjusted in the area at the new bridge and a telephone manhole at station 71+54 must be raised to the permanent grade.

The gas line adjustments would be confined to the area within the new structre as the pavement would not be disturbed.

A 12 inch water main is along the right pavement edge and must be adjusted at the new structure, The water line depth is not known at this time so might require uncovering before construction to determine possible conflicts. A fire hydrant right of station 69+77 must be moved. The Region Utilities Engineer's report is included in following data(see index).

RIGHT OF WAY

One parcel of right of way is needed right of station 69+92 to72+50 from tax lot 700, Freehold Properties Inc. The city has proposed a 43 foot R/W dimension for the southerly side so an additional 12 feet of slope easement is needed for the immediate work. The slope easement would extend west through the Tualatin Hills Park and Rec. Dist. property, tax lot 2400.

SPECIAL PROVISIONS (CONTRACT ITEMS)

CLEARING AND GRUBBING involves the removal of grasses and light brush-and trees between station 68+58 and 72+78. The total area of 11,721 sq. ft. would normally calculate to less than $1000 , a figure that is usally held as a minimum in location estimating. Removal of Structures and Obstructions (excluding the existing bridge) includes only 135 lin. ft. of wire fence, 100 lin.ft. of guard rail to be re-installed and pavements where the new bridge is to be constructed. This item should be included in the Clearing and Grubbing item.

GUARD RAIL, TYPE 2A

The existing guardrail, type 2 , on the left must be removed and it is intended to use thes materials in the oonstuction of the new type 2A rail. In addition to salvaged material the new installation will require eight additional posts, and two anchors. The per lineal foot cost should reflect these additional expected quantities.

STRUCTURES

A structure length of 56 feet was used for estimating purposes as this length was proposed on the project assessment and request. Subsequent investigation reveals that the extream skew angle of about 39° reduces a 1 1/2:1 sloped channel to a 7.5 foot bottom, therefore a vertical walled structure similar to the Fanno Cr. @Denny Rd. should be considered. Futher studies and estimating should be done to conclude the extent of channel work(i.e. alignment, width, rip rap) and the most ecconomical structure. Potential costs for any channel work are covered in the contingencies figure of the estimate.

Form FHWA 121 (6/79)
9253

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

THE OREGON DIVISION - Salem
UNITED STATES GOVERNMENT

memorandum

Subject: Project Assessment
Oregon Project BRM-9091(-)
Fanno Cr. Br. - Washington County
Beaverton-Tualatin (Hall Blvd.)

Date: December 7, 1979

From: G. L. Green, Division Administrator

Reply to Attn. of: HFO.1-OR

To: Mr. G. A. Potter
Manager, Environmental Section, ODOT

The subject project assessment submitted with your November 19, 1979 letter has been reviewed.

We concur with your finding that the proposed project constitutes a non-major action.

The proposed standards, design, and other specific details contained in the assessment will be subject to future reviews at the appropriate stage during the project development. However, replacement of the structure as proposed is not eligible for bridge replacement funding because of the sufficiency rating of 56.8. Replacement would be eligible under regular Federal-aid funding.

for G. L. Green

cc:
ODOT (Proj Mgmt)
OSHD (Reg 1/Metro, Env)

FAI X FUNDS - STATE MATCH FOR STRUCTURE
~~STATE FUNDS~~
FILE FAI-X

Environmental Section
December 14, 1979

cc: D. H. Moehring
J. B. Boyd (3)
L. E. George
W. J. Hart
C. T. Keasey
J. H. Versteeg (4)
F. E. Terpin
George Bell
Surfacing Design
R. N. Bothman
E. L. Hardt
Jef Kaiser
Bill Geibel
Clarence Eshelman
R. H. Prange
B. L. Gifford
Don Keyes (8)

9253

AUTHORITY FOR SURVEY (FC80001)

78-56 C

Section Fanno Creek Bridge

Highway SW Hall Blvd. (Beaverton-Tualatin Hwy) #141

County Washington #34

Date November 29, 1979

Authorization No. 1

Survey Prefix 134-1413
(Assigned by Salem office)

Description of termini, route, length, etc.: The bridge site is located on SW Hall Blvd. (formerly the Beaverton-Tualatin Highway) where the existing two-lane bridge crosses Fanno Creek. The site is approximately 0.5 mile west of the Beaverton-Tigard Hwy.

Proposed: Replace the existing Fanno Creek Bridge with a 5-lane structure to match the proposed roadway improvement.

Purpose of Survey: State to perform field survey, hydraulics study, plans, estimate of cost, specifications, prepare necessary environmental documents, and complete PS&E.

FILE: FAI-X
T.V. Hwy - Scholls Fry Rd.
S.W. Hall Blvd.

Estimate of cost: $308,000

Funding: State

		Estimate of Cost
Field Survey	(901)	11,000
Citizen Participation	(902)	
City of County	(903)	
Consultant	(904)	
Final Design	(905)	1,500
Bridge Design	(906)	6,000
Preliminary Design	(907)	
R/W Description	(909)	300
Soils & Geology	(910)	300
Traffic	(911)	1,000
Landscape	(912)	
Liaison R/W	(913)	500
Utility	(914)	200
Photogrammetry	(916)	
Location Studies	(918)	1,200
Engr. Graphics	(919)	
Project Management	(920)	200
Specifications	(921)	1,500
Admin. Services	(922)	200
Environmental	(923)	200
Air Quality Monitoring	(925)	
Foundation Exploration	(926)	2,000
Seminars	(950)	
Hearings	(980)	
Equal Opportunity	(985)	
Advisory Committees	(986)	

Total estimated cost of survey	$26,100
Previous authorization	
Additional authorization requested	
Additional authorization approved (Salem)	
Total all authorizations approved (Salem)	

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

Requests made by:
Curtis H. Duval
CURTIS H. DUVAL, Metro Location Engineer

Recommended for Approval:
Regional Engineer
M. J. KLOTZ, Metro Technical Services Engineer

Recommended for Approval:
Frank E. Pepin
Location Engineer

Approved:
Assistant State Highway Engineer

SP 2504-734

9253

C

OREGON STATE HIGHWAY DIVISION
PROJECT ASSESSMENT

BRM-9091(-)

PART 1. GENERAL INFORMATION

A. Project Identification:

Date November 16, 1979

Section Fanno Creek Bridge

Unit (if appl)

County Washington

City Tigard - Beaverton

Highway Beaverton-Tualatin (Hall Blvd.)

State Hwy. No. 141

Termini: M.P.(if appl)

Length

Region 1/Metro

Construction Estimate $272,000 FAUS Program Amount

B. Purpose of Project: To replace a narrow two-lane structure with a 5-lane structure in accordance with widening Hall Blvd. The new structure will render Hall Blvd. adequate to handle the increasing traffic volumes predicted for this segment of highway.

C. Origin & History of Project: The existing structure consists of two precast concrete panel spans supported by a pile trestle. Original plans were to widen the existing structure but it was determined that the timber pile support was no longer sound.

The surrounding area has experienced intense growth in the past few years. The proposed structure is consistent with general plan III, City of Beaverton, which specifies the improvement of Hall Blvd. to a 5-lane arterial.

D. General Description of Project: The existing structure will be replaced with a new structure to accommodate four travel lanes, a turn lane, and a sidewalk on either side.

Alignment: New Existing X Combined

Typical Section: Existing: No. Lanes 2 ; Med. No ; Shldrs. No ; Parking No

Proposed: No. Lanes 5 ; Med. No ; Shldrs. No ; Parking No

Traffic: Existing Facility: Existing ADT 10,700; Projected ADT 16,000 ; Yr. 1999

Existing Level of Service

Proposed Facility: Projected ADT 16,000 ; Yr. 1999

Projected Level of Service

734-3953 (10-75)

Right of Way: Additional anticipated Yes (Yes, No); if yes, give approx. No. Parcels 1

Acres ______; Type of Relocation Req. None; No. ______

Materials Source, Borrow, Waste Disposal Requirements, if any:

N/A

Type of Structure(s):

N/A

Brief Description of River or Stream and Type of Involvement, if any:
The existing structure crosses Fanno Creek which is 20 feet wide at this point. The actual creek is 8-10 feet wide and 1-2 feet deep. The existing creek channel is skewed 45° from the roadway where the creek crosses the road. The proposed structure requires the channel be perpendicular to the roadway in order to minimize construction costs. Therefore, a slight realignment will be necessary.

Local City, County or COG priorities of project:
N/A

FHWA and/or OSHD approvals given, if any:

N/A

Location or Design Alternatives (identify and describe):

N/A

Other Descriptive Information or Comments:

According to the local fishery biologist, Fanno Creek formerly supported anadromous fish runs. Today there is a small resident population of cutthroat trout. It is highly probable that continued development in the area will further degrade the quality of the stream as a fishery. Fanno Creek is a tributary of the Tualatin River which still supports Coho, steelhead, and cutthroat runs.

(Attach project sketch map.)

PART II. ENVIRONMENTAL ASSESSMENT

A. Brief Environmental Setting of Project Area:

1. Natural:

In the vicinity of the bridge, the Fanno Creek flood plain varies in width from 500 to 2000 feet. The flood plain lies in an area of gently rolling hills where most natural cover is being lost to residential and commercial development. Oak, Douglas fir, blackberry bushes, and grass border the creek.

2. Cultural:

The area west of Fanno Creek has been recently developed into single and multiple unit residential areas. Several new commercial buildings are on the east side of the creek, north of Hall Blvd. Hall Blvd. is a major route in the growing southeast Beaverton area and provides access to Hwy. 217 as well as to the 1.1 million square foot shopping center, Washington Square, located one mile east of the Fanno Creek structure. Greenway Park, a Tualatin Hills Park & Recreation District property, runs south of and up to the right-of-way on the south side of Hall Blvd. (see sketch). No developed facilities in the park would be impacted by the project. The park is largely grass with a paved central pathway connecting Hall Blvd. with Scholls Hwy. to the south. A further increase in traffic is expected subsequent to completion of proposed intersection improvements on Hall Blvd. at Broadway and Canyon Rd. as proposed in the Hall Blvd. Corridor project. A 50-75 percent increase in daily traffic is expected to be realized on Hall Blvd. at the Fanno Creek structure within 20 years.

Utilities: Attached to structure:

Water-City of Beaverton
Gas-NW Natural Gas Co.
Telephone-General Telephone Co.

B. Preliminary Assessment of Environmental Impacts:

1. Consequences and Significance of Right-of-Way Acquisition:
   All right-of-way acquired would be from undeveloped field within the floodplain east of the creek. No right-of-way is required from Greenway Park.

2. Estimated Impact on Traffic Patterns:

   Traffic flow will be improved.

   Consequences--Air Quality, Noise, Safety, etc.:

   Greenway Park and the commercial buildings directly adjacent to Hall Blvd. may receive a minor increase in noise levels.

3. Estimated Impact on Land Use:

   Negligible.

   Consequences:

   Negligible.

4. Expected Impact on Natural Ecological Resources:

   About five oak and three Douglas fir would be removed. Riparian vegetation would be lost and not replaced for a short distance north and south of the bridge.

   Consequences:

   Permanent loss of bird and small mammal supporting environment would occur. Stream bottom exposed to sunlight would be reduced.

5. Expected Impact on Cultural and Scenic Resources:

   A small, undeveloped portion of Greenway Park would receive slightly increased noise levels.

   Consequences:

   Negligible.

6. Preliminary Identification of Areas of Critical Concern:

Area in which stream bed is to be realigned beneath proposed structure.

7. Potential for Controversial Issues:

None.

8. Potential for Consistency of Proposal With:

a. Clean Air Implementation Plans

Consistent.

b. Noise Standards

A noise study would be required.

c. Water Quality Standards

There would be a temporary reduction in water quality during construction.

d. Area Land Use and Transportation Plans, and Zoning

Consistent.

C. Recommended Type of Action and Documentation:

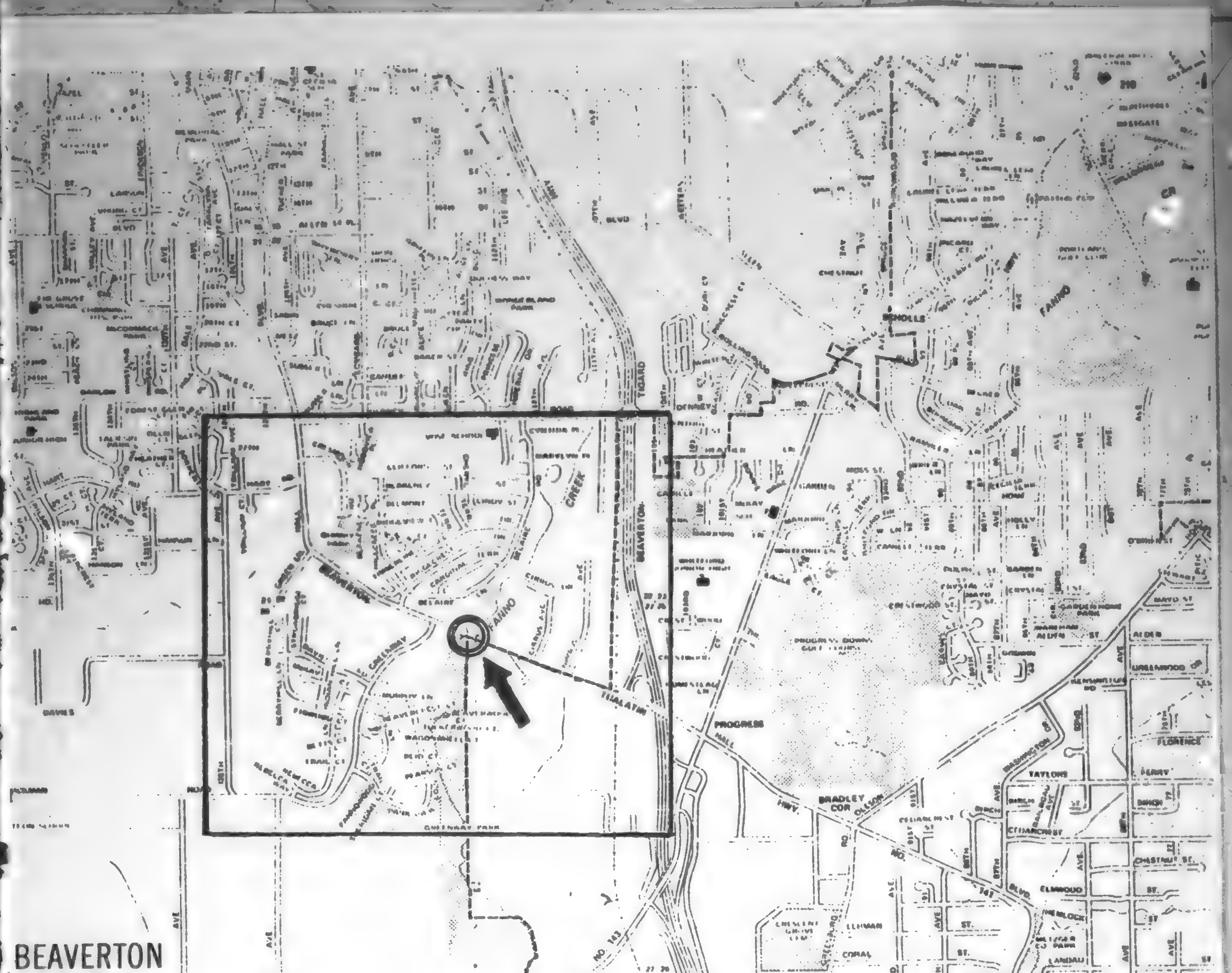
-------------MAJOR ACTION-----------------		----NON-MAJOR ACTION-----
SIGNIFICANT:	NON-SIGNIFICANT:	
____ D & FEIS	____ D & F Neg.Dec.	_X_ ASSESSMENT ONLY
____ Section 4(f)	____ Section 4(f)	____ STATEWIDE ASSESSMENT

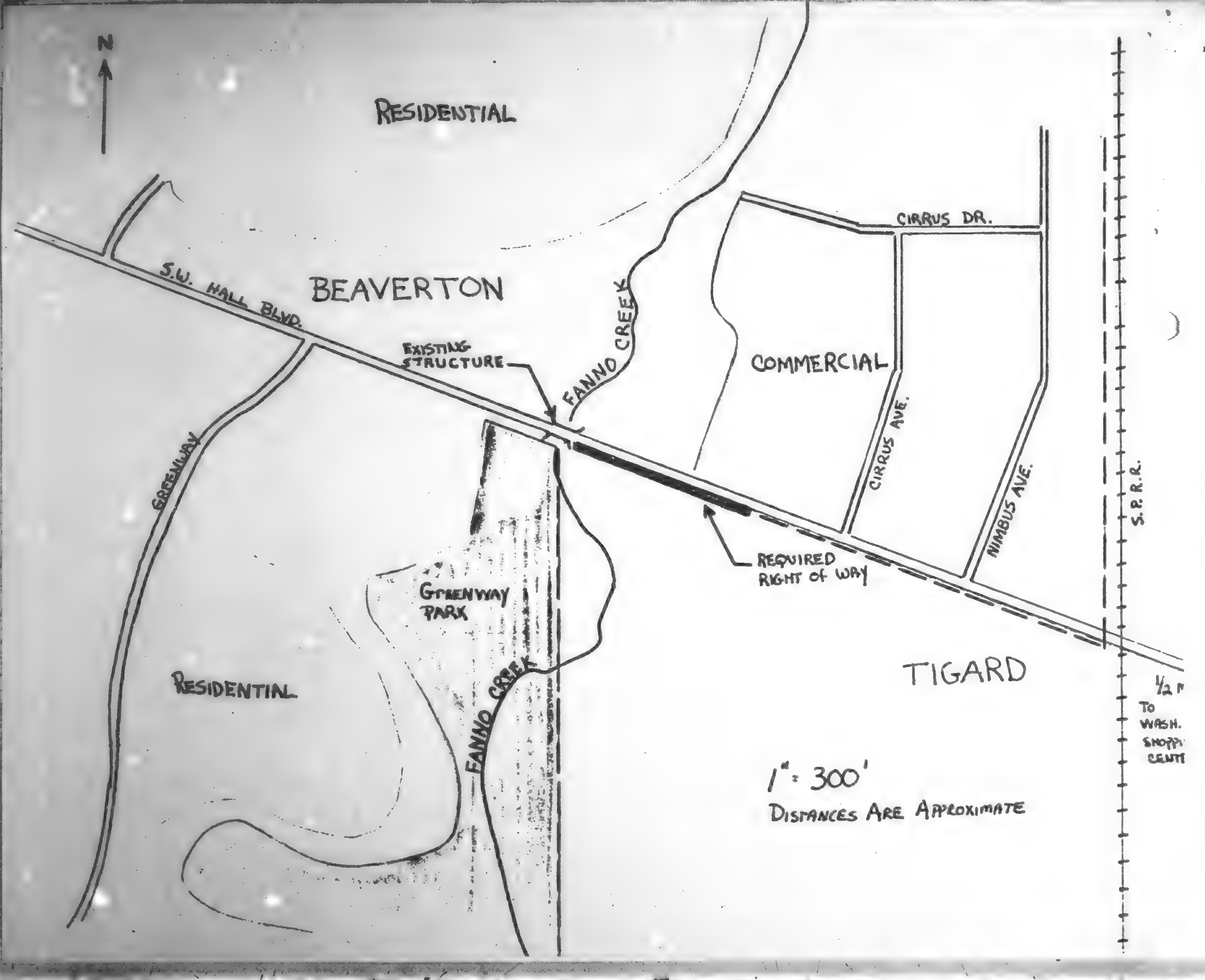
Basis for Type of Action and Documentation:

Because there would be only a limited or temporary impact on the environment it is recommended that this project be classified as Assessment Only.

D. Recommended Project Category: ____ 1 ____ 2 _X_ 3 ____ 4

Prepared by:______________


BEAVERTON
Pop. 22,150
TIGARD
Pop. 10,075
SCHOLLS HWY
SCHOLLS
FANNO
CREEK
BEAVERTON
TIGARD
TUALATIN
PROGRESS
HWY
BRADLEY
COR
METZGER
WASHINGTON
TAYLORS
FLORENCE
ALDER
ELMWOOD
HEMLOCK
LOCUST
CORAL
DAKOTA
ASH
HALL BLVD
CRYSTAL LAKE
NO. 143
NO. 141
210
217
DAVIES
GREENWAY PARK


N
RESIDENTIAL
S.W. HALL BLVD.
BEAVERTON
EXISTING STRUCTURE
FANNO CREEK
CIRRUS DR.
COMMERCIAL
CIRRUS AVE.
NIMBUS AVE.
GREENWAY
S.P.R.R.
REQUIRED RIGHT OF WAY
GREENWAY PARK
FANNO CREEK
RESIDENTIAL
TIGARD
1/2 M
TO WASH. SHOPP. CENT
1" = 300'
DISTANCES ARE APPROXIMATE

19253

334-1960
Con 10
L.

Beaverton Area Chamber of Commerce
12955 S.W. Farmington Road • Beaverton, Oregon 97005 • (503) 644-0123

November 8, 1979

RECEIVED
STATE HWY ENGR
NOV 19'79
REFER TO
FOR
Info Inves R/D D/R Sign Act File

State of Oregon
Dept. of Transportation
5821 N.E. Glisan
Portland, OR

Gentlemen:

It has come to our attention that Scholls Ferry Road and Hall Blvd near their crossings of S.P.R.R. and Fanno Creek in the Progress area have been or will be improved to four or more lanes in width, largely due to developments at the Koll Business Centers, Southern Pacific's proposed Industrial park, Robinson and Englewood subdivisions and the Fanno Industrial Park. This is the most rapidly developing area in the region, and these two lane bottlenecks will become untenable rapidly.

The Beaverton Area Chamber of Commerce recommends that funds be budgeted for replacement of the Fanno Creek Bridges west of Highway 217 on Hall Blvd. and Scholls Ferry Road with four lane bridges consistent with these other widening projects, within the same timeframe.

Please keep our roads and transportation committee chairman (Art Piper, Phone 646-5534) informed concerning action taken, Hearings to be held, etc. Thank you for your attention in this matter.

Sincerely,

Bob Dent

Bob Dent
Vice President
for
Sandra Suran, President

cc: Senator Mike Ragsdale
Rep. Norm Smith
Rep. Mary Alice Ford
Donna Stuhr
Rick Gustafson
Charles Williamson
Lon Topez
John Crockett

PDM PDE TSE SPC
ODOT METRO
NOV 13 1979
AM PPS FILE F/A

cc Klaboe
Walter
Hunter
Ballinger
Hart

9253

(#2)

File FAI-X
Hall Blvd.

C

ROBERT W. STRAUB
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

April 17, 1979

TO: Executive Department
Federal Aid Coordination Unit

FROM: D. E. Swan
Federal Aid Manager

SUBJECT: Notice of Intent for Federal Aid Funds
State Admin. Dist. No. 2
Section: Fanno Creek Bridge
Highway: Scholls Highway, FAU 9234
County: Washington

In accordance with Executive Memorandum 02-270-20, attached are copies of the Notices of Intent for the subject project.

Early programming of this project for advance planning in anticipation of future construction is necessary; therefore, your prompt attention to this proposal will be appreciated.

Allowing time for your review, we estimate the date of filing for federal aid funds on this project to be May 25, 1979.

BLG:pf
Attachments

cc:	
G. L. Green	Region 1: E. L. Hardt
H. S. Coulter	District 2b: Maury Payne
F. E. Terpin	Aeronautics Division
J. B. Boyd	David Powers, Parks
J. H. Versteeg	Gerald Wimer ✓
Gary Potter	B. L. Gifford
W. J. Hart	R. N. Bothman, Metro

~~4-25-79~~
~~No Project Request Yet~~ ✓

~~11-29-79~~
Pre. 6 year Program
state Funds ✓

H
N Bp

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

NOTIFICATION OF INTENT TO APPLY FOR FEDERAL AID

For Internal Use Only	1-8] PNRS #	Page One

02 12] APPLICANT [45: Department of Transportation — 46] DIVISION [79: Highway

03 12] APPLICANT ADDRESS STREET [45: O'DOT Building — 46] CITY [60: Salem — 76] ZIP [80: 97310

04 12] CONTACT PERSON [45: D. H. Moehring — 46] AREA CODE [48: 503 — 49] PHONE [55: 378 — 56] EXTENSION [59: 6563

01 12] PROJECT TITLE [71: Fanno Creek Bridge

11 12] PROJECT LOCATION—CITY: Scholls Highway FAU 9234 — PROJECT LOCATION—COUNTY: Washington — PROJECT LOCATION SEC: T: R:

SUMMARY PROJECT DESCRIPTION (ATTACH SUPPORTING DOCUMENTS AS NECESSARY—SEE INSTRUCTIONS ON BACK)

05 To replace a narrow, deteriorating wooden structure over Fanno Creek, which is 12] rapidly becoming inadequate to handle the high traffic and heavy truck volumes, [71

06 which this fast-growing area is experiencing. Minor pothole problems on its surface 12] and the condition of the structure itself constitute a hazard to traffic. [71

07

08 12] It is proposed that the structure be replaced with a structure that will accommodate four lanes and shoulders for bicycle traffic. [71

09 12] [71

10 12] [71

12

AMOUNT REQUESTED—FEDERAL FUNDS		NON-FEDERAL MATCHING FUNDS		OTHER	TOTAL
12] (A) Grant [19	20] (B) Other [27	28] (C) State [35	36] (D) Local [43	44] (E) FUNDS [51	52] (F) FUNDS [60
430,000			70,000		500,000

13 12] TYPE OF OTHER FEDERAL FUNDS (See 12B) [45 — 46] TYPE OF OTHER NON-FEDERAL FUNDS (See 12E) [79 [71

14 12] FEDERAL PROGRAM TITLE: Title 23 USC Highways

15 12] FEDERAL AGENCY NAME [45: U. S. Department of Transportation — 46] FEDERAL SUB-AGENCY NAME [79: FHWA

17 **(A) TYPE OF APPLICANT:** (Check (X) the single most applicable box)

STATE ☒ 12 — INTER-STATE ☐ 13 — COUNTY ☐ 14 — CITY ☐ 15 — SCHOOL DISTRICT ☐ 16 — SPECIAL DISTRICT ☐ 17 — COMMUNITY ACTION ☐ 18 — SPONSORED ORGANIZATION ☐ 19 — OTHER ☐ 20

(B) TYPE OF ACTION: (Check (X) as many boxes as apply to this action)

NEW GRANT ☒ 21 — CONT. GRANT ☐ 22 — SUPPL'T GRANT ☐ 23 — INCREASE DURATION ☐ 24 — DECREASE DURATION ☐ 25 — CANCELLATION ☐ 26 — INCREASE DOLLARS ☐ 27 — DECREASE DOLLARS ☐ 28

(C) HAS DISTRICT CLEARINGHOUSE BEEN NOTIFIED? Yes ☐ 29 No ☒ 30 Date: TIP

(D) REVIEW REQUIRED by A-95: Yes ☒ 31 No ☐ 32

(E) ENVIRONMENTAL IMPACT: Yes ☐ 33 No ☒ 34

(F) HOUSING RELOCATION REQUIRED: Yes ☐ 35 No ☒ 36

(G) ESTIMATED APPLICATION FILING DATE: 41] MONTH [42: May — 43] DAY [44: 25 — 45] YEAR [46: 1979

Form PNRS-1 Page 1

ADDITIONAL INFORMATION—ALL APPLICANTS

I. A. Is the project consistent with the city or county comprehensive plan, zoning and subdivision ordinance? No ☐ Yes ☒

I. B. Is the proposal consistent with statewide land use goals? No ☐ Yes ☒

I. C. Is the proposal consistent with state and regional plans? No ☐ Yes ☒

II. Will the project have an impact on a neighboring jurisdiction? No ☒ Yes ☐

If so, is the project consistent with the comprehensive plan for that jurisdiction? No ☐ Yes ☐

III. Explain deviations if any, from pertinent plans.

IV. Federal Catalog number (or Public Law no. and title) 20.205 Highway Planning & Construction

V. Has funding agency been notified? No ☐ Yes ☒ Date: April 17, 1979

VI. If project includes state funds (12C), identify agency Highway

STATE AGENCIES ONLY

VIII. (a) IS PROGRAM BUDGETED ☐ NON-BUDGETED ☐

(b) STATE SHARE

GENERAL FUND CASH	OTHER FUND CASH	IN KIND
$	$	$

(c) FUNDING METHOD

	FEDERAL SHARE		STATE SHARE		TOTAL	
First Year	%	$	%	$	%	$
Second Year	%	$	%	$	%	$
Third Year	%	$	%	$	%	$

(d) WILL PROGRAM REQUIRE HIRING OF NEW STATE EMPLOYEES? No ☐ Yes ☐ Number

(e) Will accounting for this grant be administered by the Executive Dept. Accounting Division? Yes ☐ No ☐

PLEASE ATTACH ANY ADDITIONAL NARRATIVE OR REMARKS

This is a Category 3 Project of Non-Major environmental impact under Oregon's Action Plan.

PROJECT ASSESSMENT

IX-9234(-)

PART 1. GENERAL INFORMATION

A. Project Identification:

Date March 19, 1979
Section Fanno Creek Structure
Unit (if appl)
County Washington
City Tigard/Beaverton
Highway Scholls Highway
State Hwy. No. 143
Termini: M.P.(if appl) 8.7
Length 880
Region I
Construction Estimate $500,000.e(4)
Program Amount

B. Purpose of Project:

To replace a narrow, deteriorating wooden structure over Fanno Creek, which is rapidly becoming inadequate to handle the high traffic and heavy truck volumes, which this fast-growing area is experiencing. Minor pothole problems on its surface and the condition of the structure itself constitute a hazard to traffic.

C. Origin & History of Project:

This is an old structure which has been widened in the past with I-beams supporting a wooden deck. Two years ago the surrounding area was open land. There are now 2,000 living units immediately west of it & 2300 more are planned nearby. The general area is experiencing explosive urbanization.

D. General Description of Project:

It is proposed that the structure be replaced with a structure that will accommodate four lanes and shoulders for bicycle traffic.

Alignment: New ______ Existing X ______ Combined ______

Typical Section: Existing: No. Lanes 2 ; Med. No ; Shldrs. No ; Parking No
Proposed: No. Lanes 4 ; Med. ____ ; Shldrs. ____ ; Parking No

Traffic: Existing Facility: Existing ADT 8,000 ; Projected ADT 15,000 ; Yr. 2,000
Existing Level of Service ______

Proposed Facility: Projected ADT 15,000 ; Yr. 2,000
Projected Level of Service ______

Right of Way: Additional anticipated Yes ; if yes, give approx. No. Parcels ______
Yes, No

Acres 0.35 ; Type of Relocation Req. None ; No. ______

Materials Source, Borrow, Waste Disposal Requirements, if any:

N/A

Type of Structure(s):

N/A

Brief Description of River or Stream and Type of Involvement, if any:

Structure crosses Fanno Creek, which is about 20' wide at this point, bank to bank. The actual creek is about 8' - 12' wide and 6" - 2' deep. The creek will be directed through a new channel approximately 135' long. About 165' of old channel would be filled. No wetland is involved.

Local City, County or COG priorities of project:

N/A

FHWA and/or OSHD approvals given, if any:

N/A

Location or Design Alternatives (identify and describe):

N/A

Other Descriptive Information or Comments:

According to the local fishery biologist Fanno Creek formerly supported anadromous fish runs. Today there is a small resident population of cutthroat trout. It is highly probably that continued development in the area will further degrade the quality of the stream as a fishery-Fanno Creek is a tributary of the Tualatin River which still supports coho, steelhead and cutthroat runs.

(Attach project sketch map.)

PART II. ENVIRONMENTAL ASSESSMENT

A. Brief Environmental Setting of Project Area:

1. Natural: The bridge crosses Fanno Creek in a gently rolling area with most natural ground cover being rapidly lost to development. Willows and blackberry bushes border the stream.

2. Cultural: The area is rapidly being developed. There is an industrial park to be built soon just east of the creek and a 2,300 unit housing development planned for the area west of the creek. The bridge site is about 3/4 of a mile west of the 1.1 million square foot shopping center, Washington Square. When the 46 acre industrial park becomes a reality, it will generate about 7,500 trips a day along Scholls Highway; about half of these might use the bridge.

B. Preliminary Assessment of Environmental Impacts:

1. Consequences and Significance of Right-of-Way Acquisition:
   All right-of-way acquired would be from undeveloped land, including fallow field within the floodplain of the creek.

2. Estimated Impact on Traffic Patterns:

   None

   Consequences--Air Quality, Noise, Safety, etc:
   Safety should be enhanced. Apartments now about 120' from the nearest travel lane would be about 108' from nearest travel lane and receive some increase in Dba.

3. Estimated Impact on Land Use:
   Conversion of undeveloped lane to travel surfaces.

   Consequences: Negligible

4. Expected Impact on Natural Ecological Resources:
   About 8 alders to 8" DBH & a large cottonwood would be removed. About 260 linear feet of riparian vegetation would be lost and not replaced. A minor but permanent reduction of stream bottom and shallow, edge environment would occur.

   Consequences:
   Permanent loss of bird and small mammal-supporting environment would occur; stream bottom exposed to sunlight would be reduced. Cross section of new channel would be adjusted to sustain flow equal to original course. The channel change will be coordinated with Dept. of Fish and Wildlife.

5. Expected Impact on Cultural and Scenic Resources:

   A cultural resource survey may be required.

   Consequences:

6. Preliminary Identification of Areas of Critical Concern:
Distance between the entrance to the industrial park and the bridge.

7. Potential for Controversial Issues:

N/A

8. Potential for Consistency of Proposal With:

a. Clean Air Implementation Plans
N/A

b. Noise Standards
A Noise Study would be required.

c. Water Quality Standards
There would be a temporary reduction of water-quality during construction.

d. Area Land Use and Transportation Plans, and Zoning
N/A

C. Recommended Type of Action and Documentation:

-------------MAJOR ACTION----------------- ----NON-MAJOR ACTION-----

SIGNIFICANT: NON-SIGNIFICANT:

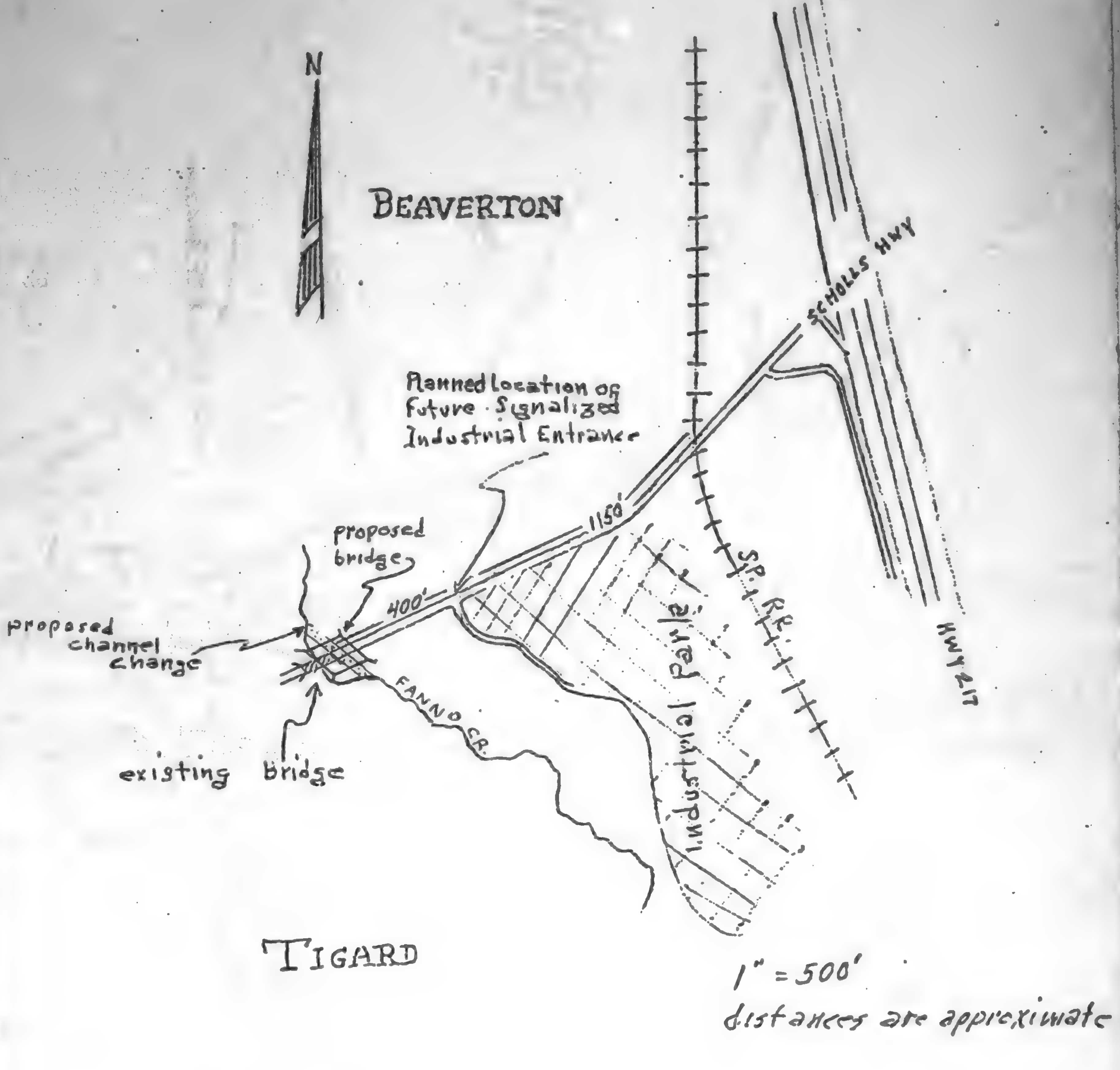
____ D & FEIS ____ D & F Neg.Dec. X ASSESSMENT ONLY

____ Section 4(f) ____ Section 4(f) ____ STATEWIDE ASSESSMENT

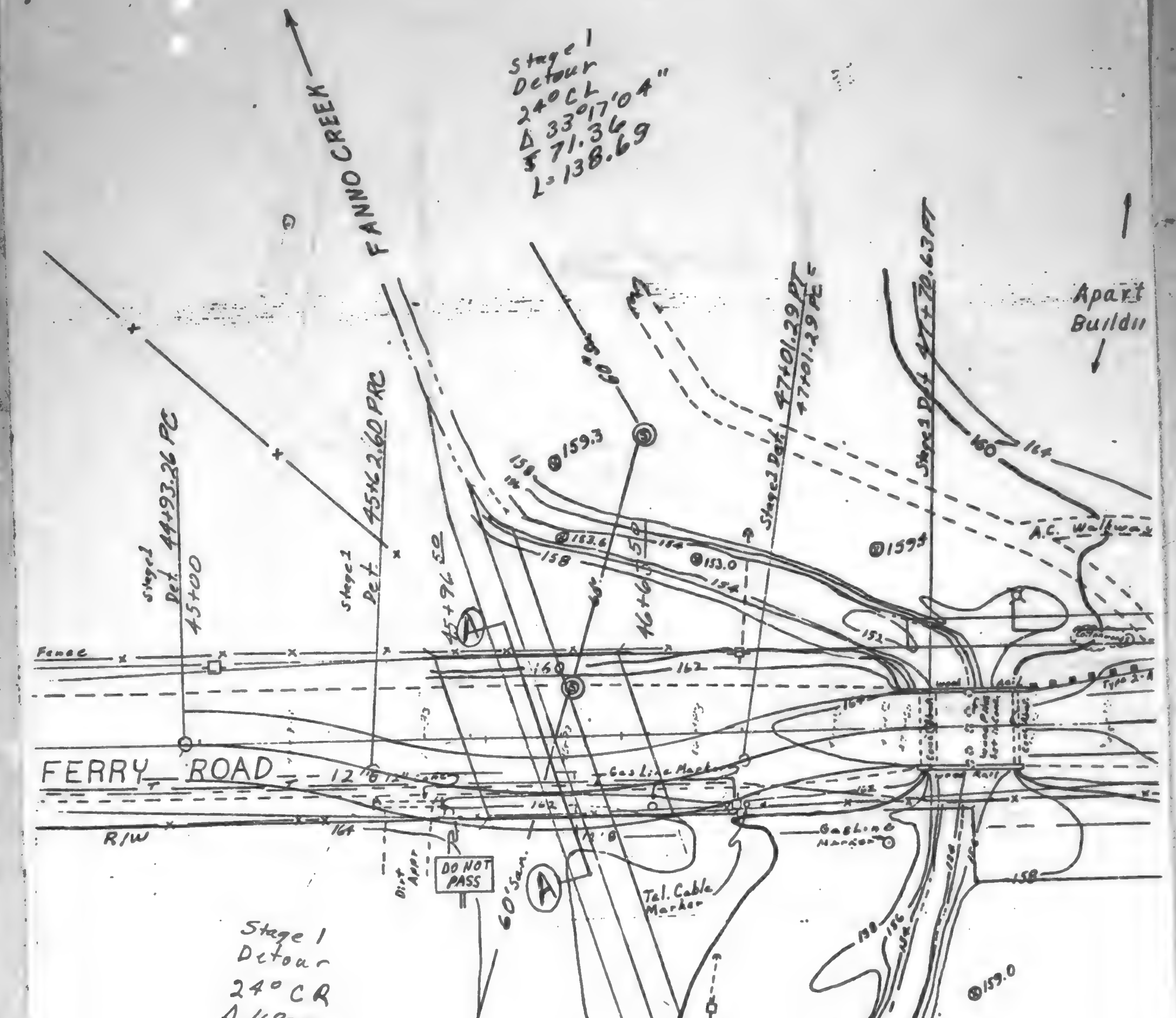
Basis for Type of Action and Documentation:

Because there would be only a limited or temporary impact on the human environment, it is recommended that this project be classified as Assessment Only. TSL

D. Recommended Project Category: ____ 1 ____ 2 X 3 ____ 4


N
BEAVERTON
SCHOLLS HWY
Planned location of future Signalized Industrial Entrance
1150'
proposed bridge
400'
proposed channel change
existing bridge
FANNO CR.
S.P. R.R.
Industrial Site
HWY 217
TIGARD
1" = 500'
distances are approximate

NOTE:- Existing Bridge 12 - 12" I Beams



Stage 1
Detour
24° CL
Δ 33°17'04"
T 71.36
L= 138.69

Stage 1
Detour
24° CR
Δ 16°38'32"
T 34.92
L=69.34

Stage 1
Detour
24° CR
Δ 16°38'32"
T 34.92
L 69.34

FANNO CREEK
Apart
Buildi
Stage 1 Det. 44+93.26 PC
45+00
Stage 1 Det. 45+62.60 PRC
45+96.50
46+6
60'
Stage 1 Det. 47+01.29 PT
47+01.29 PC
Stage 1 Det. 47+70.63 PT
159.3
158
153.6
158
154
153.0
154
152
159.5
160
164
A.C. Walkway
Fence
160
162
164
wood
Rail
Type 2-A
FERRY ROAD
12"
Gas Line Marker
162
R/W
164
13'
Dirt Appr
DO NOT PASS
60' San.
A
A
Tel. Cable Marker
Gas Line Marker
158
158
156
154
159.0
153.0
160
162
Grassy Par.
E 100,500
N 5500

1981 Gales Crk. (Parson Rd.) 9254
Br. Sec. of county rd. northerly
of Forest Gr. (Gr., pav. & Struc.)

CHA 7166 11-2-79, 8-14-80

②

9254

HIGHWAY DIVISION

REQUEST FOR OUTSIDE BILLING
(OR ADVANCE DEPOSIT TRANSFER)

INVOICE NUMBER

DATE 6/28/84

PURCHASE ORDER NUMBER

☐ PARTIAL ☒ FINAL

PRIOR REQUEST NUMBER

BILLING REQUEST NUMBER CA 3124

CODE

CREDIT DISTRIBUTION

BILL TO:

Washington County
150 First Street Rm. 418
Hillsboro, OR 97123

DESCRIPTION: (Describe the service rendered, location, etc. Refer to agreements, letters and orders by which payer authorized the service.)

TOTAL

Special Bridge Replacement Project
Gales Creek (Parson Road) Bridge
BROS - 3400(7) Contract 9254 C & A 7166
See attached itemized statement.

Preliminary Engineering, Right of Way and Construction	$328,198.30
Less Free Bridge Design & Specs.	(11,186.50)
Less Federal Funds	(253,399.22)
Less County Credit	(500.00)
Less PE/Const. Advance Deposit	(66,220.00)
Refund Due County	$ 3,107.42

PROGRAM SECTION
JUL [illegible] 4

Manager	
Resource Unit	
Project Unit	
Program Unit	

REFER TO
Circle one R/D D/R
Act Disc Info File

WASHINC 2903

Advance Deposit Amount	$ 617.00
Advance Deposit Previously Transferred to Highway Fund	$ 58,592.58
Balance	$ 3,107.42
Transfer to Highway Fund	$
Refund Due	$ 3,107.42

REFUND AMOUNT DUE $ 3,107.42

SUBMITTED BY Pete Gonzalez

APPROVED BY V.E. Skoog

9254

OREGON STATE HIGHWAY DIVISION

ITEMIZED STATEMENT OF FINAL COSTS DATE: June 22, 1984

CITY: Washington AGREEMENT NO: 7166 PROJECT NO: BROS-3400(7)

CONTRACT NO: 9254 SECTION: Gales Creek (Parson Rd.) Bridge

Parson Co. RD.) 3211
Wash. Co.

Preliminary Engineering Prefix 234-1904	Participating	Non Participating
Resident Engineer	$ 10,454.64	$
Final Design	2,196.18	
Right-of-Way Descriptions	588.47	
Region Geology	105.15	
Traffic Section	76.67	
Right-of-Way Liaison	25.43	
Region Utility Liaison	361.23	
Location	2,458.78	
Program Management	204.77	
Specifications ($734.69 No Cost County)	1,234.69	
Administrative Services	75.58	
Environmental Section	100.00	
Structural Foundations	867.79	
Bridge Design (No Cost to County)	10,451.81	
Total P.E. Cost	$ 29,201.19	$ -0-
Less Free Bridge Design & Specs. to County	11,186.50	
Total P.E. Cost to County	$ 18,014.69	

Right-of-Way Prefix 434-2535		
Work Performed by County ($500 Cr. to Co.)	$ 2,500.00	
Total	$ 2,500.00	$ -0-

Acquisition Prefix 234-2527		
Appraisal	$ 650.15	
Title Cost & Recording Fees	127.56	
Negotiation Expense	385.26	
Audits by Accounting	266.40	
Engineering	202.31	
Total	$ 1,631.68	$ -0-

Construction Prefix 234-1051

Work Performed by Contractor	$256,041.41	$
Interest on Final Payment		43.00
Resident Engineer Charges	31,823.58	219.77
Program Management	49.28	
Materials Testing Lab	4,126.55	
Technical Services	1,973.96	
Construction Branch	364.75	
Region Engineer Office	68.09	
EEO Monitoring	155.04	
Total	$294,602.66	$ 262.77

Summary

Participating P.E. Cost.	$ 18,014.69
Participating Right-of-Way Cost (County)	2,500.00
Participating Acquisition Cost (State)	1,631.68
Participating Const. Cost	294,602.66
Total	$316,749.03

Federal Funds

P.E. 80%	$ 14,411.75	$
R/W 80%	$ 2,000.00	
R/W AQ 80%	$ 1,305.34	
Const. 80%	$235,682.13	(253,399.22)
Subtotal		$ 63,349.81
Plus Non Participating City Cost		262.77
Less Credit County R/W Participation		(500.00)
Less Advance Deposits		
P.E. 2-20-80	$ 4,520.00	
Const. 2-25-81	$61,700.00	(66,220.00)
REFUND DUE COUNTY		$ 3,107.42

MKS:me

9254

3-30-84

— 234-1904
— 234-1051
2[illegible]-2527
& 434-2535

ORIGINAL

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

D.O. VOUCHER NO.	
STATE VOUCHER NO.	
DATE	
FHWA SCHEDULE NO.	
PAID BY	

FINAL VOUCHER FOR PAYMENT UNDER 23 U.S.C. 117

Appropriation:

The United States, Dr., TO Treasurer of the State of Oregon

Address Capitol Building
Salem, OR 97310

STATE Oregon

PROGRAM APPROVED

FEDERAL AID PROJECT NO. BROS-3400(7)

VOUCHER PERIOD From: 1-18-80 To: 12-20-83

FINANCIAL DATA

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
2,500.00	2,500.00	80%	2,000.00	2,000.00	-0-
1,631.68	1,631.68	80%	1,305.34	1,305.34	-0-
29,201.19	29,201.19	80%	23,360.95	23,360.95	-0-
294,865.43	294,602.66	80%	235,682.13	235,682.13	-0-
328,198.30	327,935.53	~~.8815~~	262,348.42	262,348.42	-0-

The undersigned State highway agency certifies as follows: The above-mentioned project has been completed; the plans, design and construction for said project are in accord with the laws, standards and procedures of this State applicable to projects in this category approved by the Federal Highway Administration or such project exceptions as have been approved by FHWA; and no claim has been presented to or payment made by the United States for the work for which payment is claimed herein.

80%

SIGN ORIGINAL ONLY

_______________ *State Highway Agency*

By Controller *Authorized Officer* 3/30/84 *Date*

I certify that a final inspection of the above project has been made by an authorized official of the Federal Highway Administration. On the basis of such inspection and the State highway agency's certification the amount claimed is approved for payment.

Amount submitted $0.00

Adjustments $

Amount Approved $

SIGN ORIGINAL COPY

Signature of Authorized FHWA Representative *Date*

Form FHWA-1447 (4-78) PREVIOUS EDITIONS ARE OBSOLETE

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	Gales Creek (Parson Rd.) Bridge Parson County Road Washington County					
	Preliminary Engineering Type Code PE					
	State	All Required			$ 29,201.19	
	Right of Way Type Code RW					
	Right of Way	All Required			2,500.00	
	Acquisition Expense					
	State	All Required			1,631.68	
	Construction Type Code 6201 Roadway (Sta. +75 Sta. 26+13) (Sta. 27+60 to Sta. 30+00)					
	Final Contract Payment Summary	Lump Sum			76,854.06	
	Type Code X080 Structure, Br. #13211(Sta. 26+13 to Sta. 27+60)					
	Final Contract Payment Summary	Lump Sum			179,187.35	
	Total Participating Construction Cost				256,041.41	
	Construction Engineering					
	State	All Required			38,406.21	
	Misc. Project Cost					
	EEO Monitoring Expense	All Required			155.04	
	Total Participating Project Cost				327,935.53	
	Non Participating Project Cost					
	Interest on Final Payments	All Required			43.00	
	Construction Engineering	All Required			219.77	
	Total Non Participating Project Cost				262.77	
	Total Project Cost				328,198.30	
	Prepared based on Participating cost as shown on the Federal Billing as of 3-29-84 Participating cost are for R.O.W. actually incorporated in the final project, and all cost have been previously certified by the R.O.W. Engineer.					
	AMOUNT CARRIED FORWARD					

```
ACCOUNT SUMMARY - EXPENDITURES & LEDGERS                              APRIL 1984        PAGE  968
                                                                        FISCAL         GRAND TOTAL
     DESCRIPTION                PREFIX  FUNCTION SUB F.  GR  CURRENT MONTH   YEAR TO DATE      TO DATE

  PARSON RD BR           CONT NO       * FA PROJ NOS BROS3400007 100                                   STATE
                           234     2527     296      00 N 9                       212.99CR      1,385.34CR
                           234     2527     298      00 N 9                       212.99        1,385.34
                           234     2527     407      00 P 1                                       650.15
                           234     2527     412      00 P 1                                       127.56
                           234     2527     414      00 P 1                                       385.26
                           234     2527     915      00 P 1                       266.40          266.40
                           234     2527     930      00 P 1                                       202.31
                                            TOT      P1                           266.40        1,631.68
                                      ** JOB TOTALS **               **           266.40  **    1,631.68  **

  89TH-I-5(TUALATIN)     CONT NO       * FA PROJ NOS XI  9282003 100 X10 9282003                       STATE
                           234     2529     295      00 N 9                                    14,100.00
                           234     2529     296      00 N 9                       270.58CR    343,392.58CR
                           234     2529     298      00 N 9                       270.58      329,292.58
                           234     2529     401      00 P 1                                   207,675.00
                           234     2529     401      00 P 2                                   155,000.00
                           234     2529     403      00 P 1                                     1,675.00
                           234     2529     407      00 P 1                                     2,295.07
                           234     2529     407      00 N 1                                     2,000.00
                           234     2529     412      00 P 1                                     2,409.94
                           234     2529     413      00 P 1                                       832.42
                           234     2529     413      00 N 1                                         3.85
                           234     2529     414      00 P 1                                     6,721.20
                           234     2529     415      00 P 1                                        42.04
                           234     2529     426      00 P 1                                       180.21
                           234     2529     430      00 P 1                                       487.60
                           234     2529     913      00 P 1                                        76.49
                           234     2529     920      00 P 1                                        14.94
                           234     2529     930      00 P 1                         5.13        2,555.00
                           234     2529     950      00 P 1                                       433.12
                                            TOT      P1                             5.13      232,403.03
                                            TOT      P2                                       155,000.00
                                            TOT      N1                                         2,003.85
                                      ** JOB TOTALS **               **             5.13  **  389,406.88  **

  SUNSET HWY-LEAHY RD    CONT NO         FA PROJ NOS X10 9326009 100                                   STATE
                           234     2537     296      00 N 9      9.14CR        11,386.25CR    136,462.68CR
                           234     2537     297      00 N 9                       363.21       10,643.93
                           234     2537     298      00 N 9      9.14          11,023.04      125,818.75
                           234     2537     401      00 P 1                     5,470.00       45,940.00
                           234     2537     403      00 P 1                                     1,025.00
                           234     2537     404      00 P 1                                    48,747.00
                           234     2537     405      00 P 1                                     2,953.00
                           234     2537     407      00 P 1                                    11,575.08
                           234     2537     409      00 P 1                       600.00          865.99
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234	1903	922	00	P	1			[illegible]
234	1903	923	00	P	1			128.92
234	1903	926	00	P	1			3,118.40
234	1903	926	00	N	1			25.60
234	1903	927	00	P	1			1,960.76
		TOT		P1			201.30CR	20,231.31
		TOT		N1			1.98	492.12
		** JOB TOTALS **				**	199.32CR**	20,723.43 **

GALES CR (PARSONS RD) BR	CONT NO	* FA PROJ NOS BROS3400007 100							STATE
	~~234~~	~~1904~~	~~296~~	~~00 N 9~~	~~18.12~~	~~18.12~~	~~26,980.95CR~~		
	~~234~~	~~1904~~	~~297~~	~~00 N 9~~			~~3,620.00~~		
	~~234~~	~~1904~~	~~298~~	~~00 N 9~~	~~18.12CR~~	~~18.12CR~~	~~23,360.95~~		
	234	1904	901	00 P 1		80.06	10,454.64		
	234	1904	905	00 P 1		30.46CR	2,196.18		
	234	1904	906	00 P 1			568.33	To 927	
	234	1904	909	00 P 1			588.47		
	234	1904	910	00 P 1			105.15		

ACCOUNT SUMMARY - EXPENDITURES & LEDGERS APRIL 1984 PAGE 704

DESCRIPTION	CONT NO	PREFIX	FUNCTION	SUB	F.	GR	CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE	
	234	1904	911	00	P	1			76.67	
	234	1904	913	00	P	1			25.43	
	234	1904	914	00	P	1			361.23	
	234	1904	918	00	P	1			2,458.78	
	234	1904	920	00	P	1			204.77	
	234	1904	921	00	P	1			1,234.69	(734.49) Free to County
	234	1904	922	00	P	1		4.50CR	75.58	
	234	1904	923	00	P	1			100.00	
	234	1904	926	00	P	1			867.79	
	234	1904	927	00	P	1		67.75CR	9,883.48	10,451.81
			TOT		P1			22.65CR	29,201.19	
			** JOB TOTALS **				**	22.65CR**	29,201.19 **	

BUTNER&BARNES RD SIGNAL	CONT NO	* FA PROJ NOS HES 9097001 100							STATE
	234	1905	296	00 N 9		80.10CR	7,290.92CR		
	234	1905	298	00 N 9		80.10	7,290.92		
	234	1905	901	00 P 1		93.50	3,627.64		
	234	1905	905	00 P 1			880.56		
	234	1905	911	00 P 1			2,393.34		
	234	1905	914	00 P 1			134.49		
	234	1905	920	00 P 1			71.28		
	234	1905	921	00 P 1			942.63		
	234	1905	922	00 P 1		4.50CR	25.54		
	234	1905	923	00 P 1			25.54		
			TOT	P1		89.00	8,101.02		
			** JOB TOTALS **		**	89.00 **	8,101.02 **		

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ACCOUNT SUMMARY - EXPENDITURES & LEDGERS
                                                                        FISCAL          GRAND TOTAL     ACTIVE YRS
                   PREFIX  FUNCTION SUB F. OR  CURRENT MONTH        YEAR TO DATE          TO DATE       BEG    END
   DESCRIPTION                                                                             217.67       83     83
                    234     1049     206    00 N 1                                         350.00       83     82
                    234     1049     210    02 P 1                                         846.39       81     82
                    234     1049     220    01 P 1                  342.91CR            60,561.91CR     81     84
                    234     1049     29[illegible]    00 N 9                  342.91              60,561.91       81     84
                    234     1049     [illegible]    00 N 9                   93.50CR             7,115.77       81     84
                    234     1049     298    00 P 1                                          64.63       81     81
                    234     1049     900    00 P 1                                          97.28       81     81
                    234     1049     911    00 P 1                   24.25                 356.75       81     83
                    234     1049     920    00 P 1                                         235.93       81     82
                    234     1049     940    00 P 1                                         110.85       82     83
                    234     1049     941    00 P 1                                         172.20       81     83
                    234     1049     944    00 P 1                                         169.96       81     81
                    234     1049     945    00 P 1                    4.50                   4.50       84     84
                    234     1049     946    00 P 1                   64.75CR            67,291.01
                    234     1049     948    00 P 1                                         217.67
                                     TOT    P1
                                     TOT    N1
                              ** JOB TOTALS **          **           64.75CR**          67,508.68  **

                                                                                                        STATE
DALES CR(PARSON RD)BRIDGE  CONT NO 9254 = FA PROJ NOS BROS3400007 100                   256,041.41      81     82
                    234     1051     201    00 P 1                                          43.00       82     82
                    234     1051     206    00 N 1   142.56          123.37            290,682.13CR     81     84
                    234     1051     [illegible]    00 N 9                                     25,000.00       81     81
                    234     1051     [illegible]    00 N 9   142.56CR        123.37CR          2[illegible],682.13       81     84
                    234     1051     [illegible]    00 N 9                   263.05CR           31,572.46       81     84
                    234     1051     [illegible]    00 P 1                   200.84                219.77       81     84
                    234     1051     900    00 P 1                                          49.28       81     81
                    234     1051     900    00 N 1                                       2,009.47       81     83
                    234     1051     920    00 P 1                    24.25              2,057.77       81     82
                    234     1051     940    00 P 1                                          59.31       81     82
                    234     1051     941    00 P 1                                       1,973.96       81     83
                    234     1051     942    00 P 1                                         364.75       81     82
                    234     1051     944    00 P 1                                          68.09       81     81
                    234     1051     945    00 P 1                    84.86                261.12       81     84
                    234     1051     946    00 P 1                                         155.04       81     82
                    234     1051     948    00 P 1                   153.94CR          294,602.66
                    234     1051     985    00 P 1                   200.84                262.77
                                     TOT    P1
                                     TOT    N1                        46.90  **        294,865.43  **
                              ** JOB TOTALS **          **

                                                                                   00000000000     STATE
DAIRY CR(SUSBAUER RD)BR  CONT NO 9267 = FA PROJ NOS BROS3400004 100                   173,413.16      81     82
                    234     1052     201    00 P 1                                          30.00       82     82
                    234     1052     206    00 N 1                                     199,171.03CR     81     84
                    234     1052     296    00 N 9   511.73          474.98             39,500.00       81     83
                    234     1052     297    00 N 9                                     159,671.03       81     84
                    234     1052     298    00 N 9   511.73CR        474.98CR           20,723.26       81     84
                    234     1052     298    00 P 1                   838.98CR            4,449.10       81     84
                    234     1052     900    00 P 1                   838.98
                    234     1052     900    00 N 1
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                                                                                   325.00
            336    2513     401     00 P 1                                       4,545.00
            336    2513     404     00 P 1                                         964.23
            336    2513     407     00 P 1                                          88.15
            336    2513     412     00 P 1                                       2,305.28
            336    2513     414     00 P 1                                          19.83
            336    2513     415     00 P 1                                          28.71
            336    2513     920     00 P 1                                         398.82
            336    2513     930     00 P 1                                       8,675.02
                            TOT     P1                                           8,675.02 **
                         ** JOB TOTALS **            **             **

                                                                                          STATE
CROISAN CR(GOLF COURSE RD)ROW CONT NO    FA PROJ NOS PROS2403003 100
            424    2501     205     00 P 1                       46.86CR          46.86CR
            424    2501     598     00 N 9                      890.27CR         890.27CR
            424    2501     903     00 P 1                      937.13           937.13
                            TOT     P1                          890.27           890.27
                            TOT     N9                          890.27CR         890.27CR
                         ** JOB TOTALS **            **             **               **

                                                                                          STATE
MARKET ST @ 17TH ST      CONT NO'    FA PROJ NOS HES 1680002 100
            424    2502     598     00 N 9      735.87CR        888.48CR         888.48CR
            424    2502     903     00 P 1      718.91          888.48           888.48
                            TOT     P1          718.91          888.48           888.48
                            TOT     N9          735.87CR        888.48CR         888.48CR
                         ** JOB TOTALS **        16.96CR**          **               **
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                                                        APRIL 1984       PAGE  995
ACCOUNT SUMMARY - EXPENDITURES & LEDGERS
                                                                FISCAL      GRAND TOTAL
     DESCRIPTION        PREFIX  FUNCTION SUB F.  GR  CURRENT MONTH   YEAR TO DATE    TO DATE

                                                                                          STATE
GALES CR-PARSON RD BR      CONT NO      * FA PROJ NOS BROS3400007 100
                           434    2535     598     00 N 9                        2,000.00CR
                           434    2535     903     00 P 1                        2,000.00
                                           TOT     P1                            2,000.00
                                           TOT     N9                            2,000.00CR
                                        ** JOB TOTALS **          **        **          **

                                                                                          STATE
SPRR XING NEWBERG-DUNDEE RD   CONT NO   * FA PROJ NOS RRO 000S037 100
                           436    2514     407     00 P 1                 1.09CR
                                           TOT     P1                     1.09CR
                                        ** JOB TOTALS **          **      1.09CR**      **

                                                                                          STATE
MOLLALA RV GOODS BR CANBY RD  CONT NO   * FA PROJ NOS RS  A882001 100
                           503    2523     296     00 N 9                       17,692.86CR
```

550

802 OREGON STATE HIGHWAY DEPARTMENT 05/31/84

117 BILLING NUMBER 46 FHWA BILLING VOUCHER

PREFIX	GRP FL	FED AID PROJ	AGREEMENT AMOUNT	TOTAL COSTS TO DATE	PARTIC. AMOUNT	% OF PARTIC	FEDERAL SHARE	AMOUNT PREV. CLAIMED	ADJUSTMENT AND CODE	AMOUNT OF THIS VOUCHER
233-1940	1	BROS-3300-002	17,856.00	19,621.72	19,621.72	80.00	15,697.38	15,697.38		
		PROJ TOTALS	213,369.00	260,117.03	254,683.86		203,747.09	203,747.09		
>334-1068	1	BROS-3400-002	89,687.00	112,393.30	112,367.75	80.00	89,894.20	89,887.00	7.20 B	
234-1902	1#	BROS-3400-003	12,217.37	15,346.69	15,271.71	80.00	12,217.37	12,217.37		
234-1052	1#	BROS-3400-004	159,671.03	204,067.89	199,588.79	80.00	159,671.03	159,671.03		
234-1903	1#	BROS-3400-004	16,185.05	20,723.43	20,231.31	80.00	16,185.05	16,185.05		
		PROJ TOTALS	175,856.08	224,791.32	219,820.10		175,856.08	175,856.08		
234-1048	1#	BROS-3400-005	12,498.02	17,047.11	15,622.53	80.00	12,498.02	12,498.02		
234-1906	1#	BROS-3400-005	9,958.74	12,459.94	12,448.43	80.00	9,958.74	9,958.74		
		PROJ TOTALS	22,456.76	29,507.05	28,070.96		22,456.76	22,456.76		
234-1057	1*	BROS-3400-006	97,839.65	126,942.41	122,299.56	80.00	97,839.65	97,839.65		
234-1907	1*	BROS-3400-006	18,825.43	23,594.32	23,531.[illegible]	80.00	18,825.43	18,825.43		
		PROJ TOTALS	116,665.08	150,536.73	145,831.35		116,665.08	116,665.08		
234-1051	1#	BROS-3400-007	235,682.13	294,865.43	294,602.66	80.00	235,682.13	235,682.13		
234-1904	1#	BROS-3400-007	23,360.95	29,201.19	29,201.19	80.00	23,360.95	23,360.95		
234-2527	1#	BROS-3400-007	1,305.34	1,631.68	1,631.68	80.00	1,305.34	1,305.34		
>434-2535	1#	BROS-3400-007	2,000.00	2,000.00	2,000.00	100.00	2,000.00	2,000.00		
		PROJ TOTALS	262,348.42	327,698.30	327,435.53		262,348.42	262,348.42		
234-1910	1#	BROS-3400-008	19,035.79	23,794.74	23,794.74	80.00	19,035.79	19,035.79		
234-1918	1	BROS-3400-010	16,800.00	11,875.38	11,840.10	80.00	9,472.08	9,418.02		54.06
234-1919	1	BROS-3400-011	26,800.00	18,238.50	18,238.50	80.00	14,590.80	14,537.22		53.58
235-1966	1	BROS-3500-000		92.90	92.90	80.00	74.32		74.32 A	

RECAPITULATION --APPROPRIATION 117

9254

STATE COPY

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL ACCEPTANCE REPORT

9254

REGION NO. 10	REPORT NO.	COUNTY Washington	DIVISION Oregon
DATE OF REPORT November 28, 1983	REPORT MADE BY 11-28-83 C. T. Keasey, Construction Engineer		PROJECT NO. BROS-3400(7)
COMPLETION DATE October 17, 1981	ACCEPTANCE DATE BY CONTRACT AGENCY April 12, 1982	TIME ELAPSED 89	CONTRACT TIME 222 CD
APPROVED EXTENSIONS	LOCATION Gales Creek (Parson Road) Bridge Section of a county road.		

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.
*A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

1. Description of Improvement as Programed:

Besides additional and incidental, the following work was performed:

(1) Construction of roadbed, aggregate base and asphalt concrete pavement.

(2) Construction of Bridge No. 13211A over Gales Creek.
Length: 147 feet. Roadway width: 27.5 feet.

2. Contractor's Name: Slayden & Holm, Inc.

3. Contract Amount: $271,193.50

4. CERTIFICATION: I certify that the above listed project was completed as programed and in accordance with the procedures and standards contained in the State's approved Certification Acceptance Agreement. Final acceptance by the Federal Highway Administration is requested.

RECEIVED
STATE HWY ENGR
DEC 20 '83
REFER TO
Keasey
FOR
Info Inves R/O

Cvg 12/27

Signature (SHD Official) Keasey

Title Construction Engr.

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE		SIGNATURE Original Signed By G. K. HOSSNER Field Operations Engineer Glenn K. Hossner	
TITLE Area Engr	DATE 12/19/83	TITLE Field Operations Engineer	DATE 12/20/83

FORM FHWA-1446 B (12-73) FORMERLY PR-33E

Previous Editions of PR-33E Will Not Be Used.

7254 5-11-82 file L.

REPORT OF ACTION UNDER DELEGATED AUTHORITY BY
CONSTRUCTION ENGINEER

On behalf of the Commission and under authority delegated to me to accept contracts completed according to specifications, I accepted the following:

Contractor and Contract No.	Section and County	Acceptance Date
R. L. Coats No. 9314	Bend W.C.L.-Forest Boundary Deschutes County	April 9, 1982
Slayden & Holm, Inc. No. 9254	Gales Cr. (Parson Rd.) Br. Washington County	April 12, 1982
Gervais Const., Inc. No. 9247	Bear Cr. Overflow Bridge Coos County	April 14, 1982
Stach Const. Co. No. 9186	Yaquina River Bridges (M.P. 2.40 & 4.93) Lincoln County	April 27, 1982
Babler Bros., Inc. No. 9225	Hackett Dr.-Crescent Klamath County	April 29, 1982
Steeck Electric Co. No. 9271	Green Springs Hwy. @ Walker Ave. (Ashland) Jackson County	April 29, 1982
Douglas S. Coats, Inc. No. 9263	Oak St.-Ann St. (Ashland) Jackson County	May 3, 1982

May 11, 1982 C. T. Keasey by

C. T. Keasey, P.E., P.L.S.
Construction Engineer

9254

L.

April 20, 1982

United States Fidelity & Guaranty Co.
P. O. Box 3459
Portland, OR 97208

CON 3
#9254

Gentlemen or Ladies:

On April 13, 1982, we wrote to you concerning release of final payment on Contract No. 9254 awarded to Slayden & Holm, Inc. for work on the Gales Creek (Parson Road) Bridge in Washington County.

Final payment on this contract is $1,000 and the total contract amount is $236,041.41 including $240.27 for work performed under force account.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

js
cc: Slayden & Holm, Inc.
P. O. Box 218
Stayton, OR 97383

bc: C. T. Keasey
Walt Hart
E. L. Hardt

9254

L.

FORM [illegible]

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Gales Creek Bridge (Parson Road)

WEEK ENDING: March 13, 1982

SECTION PREFIX: 234-1051

HIGHWAY: Parson Road

COUNTY: Washington

NAME OF JOB: Gales Creek (Parson Road) Bridge

KIND OF WORK: Grading, Paving, Structure

CONTRACTOR: Slayden and Holm, Inc.

CONTRACT NUMBER: 9254

FEDERAL AID PROJECT NUMBER: BROS-3400 (7)

DATE OF CONTRACT: February 25, 1981

DATE WORK STARTED: March 30, 1981

ESTIMATED COMPLETION DATE: n/a

AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0

SPECIFIED WORK DAYS: n/a

WORK DAYS USED: n/a

SPECIFIED CALENDAR DAYS: 250

CALENDAR DAYS USED: 222

SPECIFIED COMPLETION DATE: n/a

PERCENT OF TIME ELAPSED: 89%

PROJECT AUTHORIZATION: $ 308,485.63

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100%

EXCLUSIVE OF ENGINEERING: $ 284,024.21

ENGINEERING AUTHORIZATION: $ 24,461.42

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 95%

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 256,041.17

ENGINEERING COST TO DATE: $ 38,076.00

DATE PROJECT WAS COMPLETED: October 17, 1981

ESTIMATED PERCENT: XXXXX UNDERRUN 10 %

PERCENT OF AUTHORIZATION: 156 %

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
100%	100%	100%	100%	100%			

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)	4,845 CY	1,700 Tons			410 Tons
TOTAL QUANTITIES CORRECTED TO DATE	2,446 CY	1,498 Tons			442 Tons
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	2,446 CY	1,498 Tons			442 Tons
AVERAGE DAILY QUANTITIES	163 CY	375 Tons			367 Tons
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME	-	-			-
NUMBER OF SHIFTS PER DAY	-	-			-
HOURS PER SHIFT	-	-			-

EQUIPMENT USED DURING THE WEEK:

None used.

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	13211-A							
PERCENT	100%							

	WEATHER	~~XXXX~~ Calendar DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	No personnel are going to jobsite, work done, no weather being kept.	0		Project completed October 17, 1981.
MONDAY		0		
TUESDAY		0		
WEDNESDAY		0		
THURSDAY		0		
FRIDAY		0		
SATURDAY		0		

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QCE TC
SCS CONSTRUCTION FE
EEO BRANCH CP

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

3-7-82 SUNDAY	Slayden & Holm, Inc. has completed all work required on this job. No work this week.
8 MONDAY	No work.
9 TUESDAY	No work.
10 WEDNESDAY	No work.
11 THURSDAY	No w ork.
12 FRIDAY	No work.
3-13-82 SATURDAY	No w ork.

REMARKS

STATUS: Slayden & Holm, Inc. has completed all work required on this job. No work This week.

Semi-Final Estimate has been submitted and checked.

ANTICIPATED: Unless otherwise directed, this will be the last Field Engineer's Weekly Report submitted for this project.

SIGNED
for: Arvey D. Nelson, project manager

LOCATION 9250 N. E. Skidmore,
Portland, Oregon

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

Form 2-39 (Rev. 9-71) 9254

OREGON STATE HIGHWAY DIVISION

CANCELLED
Contract 9254

AUTHORITY FOR SURVEY

Section Gales Creek (Parsons Rd.) Bridge #13211

Highway Parsons Road (Off-System)

County Washington #34

Date September 15, 1981

Authorization No. 4

Survey Prefix 234-1904 (Assigned by Salem office)

Description of termini, route, length, etc.: Bridge is located over Gales Creek on Parsons Rd. approx. 1,000 feet northerly at Gales Creek Hwy. and one mile northerly from the community of Gales Creek.

Proposed: Remove existing bridge; construct poured-in-place slab bridge on new alignment; construct new approaches.

Purpose of survey: State to perform field survey, and complete PS&E.

Estimate of cost: $308,485 (construction)
Funding: SBR Off-System
F.A. No. BROS 3400(7)
Class II, Categorical Exclusion

Field Survey	(901)	10,400
Citizen Participation	(902)	
City or County	(903)	
Consultant	(904)	
Final Design	(905)	2,250
Bridge Design	(906)	600
Preliminary Design	(907)	
R/W Description	(909)	600
Soils & Geology	(910)	150
Traffic	(911)	100
Landscape	(912)	
Liaison R/W	(913)	50
Utility	(914)	400
Photogrammetry	(916)	
Location Studies	(918)	2,500
Engineering Graphics	(919)	
Project Management	(920)	250
Specifications	(921)	1,250
Administrative Services	(922)	100
Environmental	(923)	100
Dept. of Transportation	(924)	
Air Quality Monitoring	(925)	
Foundation Exploration	(926)	900
Seminars & Training	(950)	
Hearings	(980)	
Personal Leave Time	(960)	
Free Bridge Design	(927)	10,000

To balance out

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

RECEIVED
OCT 9 1981
LOCATION SECTION

Total estimated cost of survey	$ 29,650
Previous authorization	21,800
Additional authorization requested	7,850
Additional authorization approved (Salem)	
Total all authorizations approved (Salem)	

Requests made by:
Curtis H. Duval
~~Field Engineer~~ CURTIS H. DUVAL, Metro Location Engineer

Recommended for Approval:
D. R. Adams
~~Regional Engineer~~ D.R. ADAMS, Project Development Engineer

Recommended for Approval:
Location Engineer

Approved:
J H Westing for
Assistant State Highway Engineer

SP*23604-734

Rp

STATE COPY

92521

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	ate OREGON
MONTHLY TRANSACTION NUMBER 3-74		County WASHINGTON
PROJECT REPORT NUMBER	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	Project Number BROS-3400(7)
MODIFICATION NUMBER 1	3/10/81	

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on February 26, 19 80, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 35,100.00	$ 345,485.00
Federal funds	$ 28,080.00	$ 276,387.00
Other revisions		

This modification is made for the following reasons: Adding construction phase.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 10th day of March, 19 81.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Asst. State Hwy. Engineer
(Title)

By For: H.S. Coulter

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)
For: E.J. Valach (actg.)

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

file

Oregon State Highway Division
Salem, Oregon March 3, 1981

ederal Aid Project
No. BROS-3400(7)

Gales Creek (Parson Rd.) Bridge
Parson County Road
Washington County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code P.E.
Preliminary Engineering

Preliminary Engineering		All Required	$ 27,600.00

Type Code R/W
Right of Way

Right of Way		All Required	7,500.00

Type Code 6201
Roadway (Sta. 23+75 to Sta. 26+13) (Sta. 27+60 to Sta. 30+00)

Mobilization	37 %	All Required	9,250.00
Temporary Protection and Direction of Traffic	37 %	All Required	555.00
Temporary Signs	101 Sq. Ft.	6.00	606.00
Temporary Barricades	4 Each	80.00	320.00
Flagmen	250 Hour	22.00	5,500.00
Clearing and Grubbing		All Required	1,800.00
Removal of Structures and Obstructions		All Required	500.00
General Excavation	3,970 Cu. Yd.	4.35	17,269.50
Toe Trench Excavation	240 Cu. Yd.	20.00	4,800.00
Trench Excavation	35 Cu. Yd.	10.00	350.00
Finishing Roadbed and Slopes		All Required	1,000.00
1"-0 Aggregate Base	1,700 Ton	8.00	13,600.00
Class "B" Asphalt Concrete	410 Ton	44.00	18,040.00
12-inch Culvert Pipe	110 Lin. Ft.	10.00	1,100.00
Guardrail, Type 2A	75 Lin. Ft.	17.00	1,275.00
Guardrail, Type 3	100 Lin. Ft.	27.00	2,700.00
Guardrail Anchors, Type 1	3 Each	350.00	1,050.00
Rail End Pieces, Type C	4 Each	90.00	360.00

Three Beam Transition Sections	4 Each	200.00	800.00
Extra for Asphalt Approaches	4 Each	200.00	800.00
Loose Rip Rap, Class 100	635 Cu. Yd.	15.00	9,525.00
Delineators	14 Each	20.00	280.00
			$ 91,480.50

Anticipated Items

Temporary Erosion Control	All Required	$ 100.00
Roadside Seeding and Mulching	All Required	500.00
		$ 600.00

SUBTOTAL	$ 92,080.50
Engineering	12,430.50
TOTAL	$104,511.00

Type Code X080
Structure, Br. #13211 (Sta. 26+13 to Sta. 27+60)

Mobilization	63 %	All Required	$ 15,750.00
Temporary Protection and Direction of Traffic	63 %	All Required	945.00
Bridge Removal Work		All Required	5,000.00
Shoring, Cribbing, Etc.		All Required	8,000.00
Structure Excavation	470 Cu. Yd.	16.00	7,520.00
Structure Excavation Below Elevations Shown	20 Cu. Yd.	20.00	400.00
Structural Concrete Class 3300	45 Cu. Yd.	All Required	21,500.00
Structural Concrete, Class 4500	300 Cu. Yd.	All Required	69,000.00
Reinforcement	86,400 lb.	All Required	36,000.00
Metal Rail with Tubing	313 Lin. Ft.	46.00	14,398.00
2-inch Electrical Conduit	300 Lin. Ft.	4.00	1,200.00

SUBTOTAL	$179,713.00
Engineering	24,261.00
TOTAL	$203,974.00

Length of Roadway ----------------------- 0.091 mi.
Length of Structure --------------------- 0.028 mi.
TOTAL LENGTH 0.119 mi.

Cost of Roadway per mile-----------------$1,148,472.53

SUMMARY OF FUNDS (80%)

Description	Total Cost	Federal Funds	State Funds	County Funds
Preliminary	$ 29,500.00	$ 23,600.00	$ 1,000.00	$ 4,900.00
Right of Way	7,500.00	6,000.00	-------	1,500.00
Roadway	104,511.00	83,608.00	-------	20,903.00
Structure	203,974.00	163,179.00	-------	40,795.00
TOTAL	$345,485.00	$276,387.00	$ 1,000.00	$68,098.00

Group	1-100%
Contract No.	9254
Prefix	234-1904
Prefix	234-2527
Prefix	234-1051

STATE COPY

2

OMB No. 04-R2089

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO. 3-12	.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION **FEDERAL-AID PROJECT AGREEMENT** 2-26-80	te Oregon County Washington Project No. BROS-3400(7)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Co. Rd., Approx. 5 mi. S.W. of Banks.

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY	1-18-80	0.17
CONSTRUCTION	1-18-80	0.17
OTHER *(Specify)*		

FUNDS PRO RATA 80.0%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 35,100.00	$ 28,080.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)
By D. H. Moehring
Asst. State Highway Engineer
(Title)
XX For: H.S. Coulter
State Highway Engineer
(Title)
By
(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
By
(Division Administrator)
For: G. L. Green
Date executed by Division Administrator FEB 26 1980

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Gen. File

Oregon State Highway Division
Salem, Oregon February 19, 1980

Federal Aid Project
No. BROS-3400(7)

Gales Creek (Parson Road) Bridge Section
County Road in Washington County

PROJECT AGREEMENT ESTIMATE

Type Code PE

Preliminary Engineering	All Required	$27,600.00

Type Code ROW

Right of Way	All Required	$ 7,500.00

Length of Project - - - - - - - - - - - 0.17 mi.

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds	County Funds
Preliminary Engineering	$ 27,600.00	$ 22,080.00	$ 1,000.00	$ 4,520.00
Rights of Way	7,500.00	6,000.00	-----	1,500.00
Retain in Program				
PS&E Status	$215,400.00	$172,320.00	$ -----	$ 43,080.00
TOTAL	$250,500.00	$200,400.00	$ 1,000.00	$ 49,100.00

Group 1 - 100%
Prefix 234-1904
Pro-rata 80.0%

9254

1.

2-25-81

CONTRACT NO.
9254

PROJECT AUTHORIZATION AND RECORD OF WORK ORDERS

OREGON DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

SECTION Gales Creek (Parson Rd.) Br.		HIGHWAY County Road	F.A. PROJECT NUMBER BROS-3400(7)
COUNTY Washington	JOB PREFIX 234-1051	KIND OF WORK Grading, Paving & Structure	~~PRIMARY~~ SECONDARY
CONTRACTOR Slayden & Holm, Inc.		AWARD DATE FEB 25 '81	WORK DAY COUNT BEGINS
RESIDENT ENGINEER Arvey Nelson	LOCAL GOVT. OR CONSULTANT ENGINEER		REGION ENGINEER E. L. Hardt

SPECIFIED COMP. DATE 250 CD	TIME EXTENSION	APPROVAL DATE	FIRST NOTIFICATION	COMMISSION ACCEPT. DATE
			SECOND NOTIFICATION	STORED IN BOX NUMBER
			THIRD NOTIFICATION	LOCATION

CONSTRUCTION AUTHORIZATION

CONTRACT AMOUNT		$ 271,193.50
ADDITIONAL ANTICIPATED ITEMS	AMOUNT	
Temporary Erosion Control	100.00	
Roadside Seeding & Mulching	500.00	
TOTAL ADDITIONAL ANTICIPATED ITEMS		600.00

SECURITIES OR BONDS DEPOSITED IN LIEU OF RETAINAGE

DATE	AMOUNT	DATE	AMOUNT

APPROVED REDUCTIONS IN RETAINAGE

DATE	AMOUNT	DATE	AMOUNT

SUBTOTAL	$ 271,793.50
CONTINGENCIES (4½%)	$ 12,230.71
CONSTRUCTING ENGR. (9 %)	$ 24,461.42
SUBTOTAL	$ 308,485.63
CREDIT:	( )
ORIGINAL CONSTRUCTION AUTHORIZATION TOTAL	$ 308,485.63
AUTHORIZATION INCREASE APPROVED BY COMMISSION	
REVISED CONSTRUCTION AUTHORIZATION TOTAL	$

RECORD OF WORK ORDERS ON REVERSE SIDE

9254

Washington Co.

1 Versteeg
Anderson
2 Adams
Olson
CM Sullivan
Terpin
Trout
Wekerlig

RECEIVED
FEB 04 1982
ROAD DESIGN SECTION

Do Not File
Return To
Bring Up
Action

NARRATIVE REPORT

Gales Creek(Parson Road) Bridge

~~Parson Road~~
Washington County
Grading, Paving And Structure
Contract No. 9254 Prefix No. 234-1051
F.A.No. BROS-3400(7)

The Gales Creek(Parson Road) Bridge Section consisted of the construction of a 147-foot long, 3-span, poured-in-place bridge(No. 13211-A) over Gales Creek, and approximately 500-feet of grading and paving. The bridge was constructed to replace a one-lane bailey bridge installed over a deteriorated log structure that had become inadequate to support heavy vehicles.

MOBILIZATION AND TRAFFIC CONTROL

The contract was awarded February 25, 1981 to Slayden And Holm, Inc. A preconstruction conference was held Tuesday, March 17, 1981 at the Region 1 Office. In attendance were representatives from the State Highway, the Contractor, and Washington County. The Contractor was asked to consider a proposal to move the structure westerly about 10-feet for a better alignment with the channel downstream. The Contractor expressed reluctance to do this so late in the game; and so after considering all of the options, it was decided to leave the structure as shown on plans.

Work on the project began Monday, March 30, 1981 with the Contractor installing temporary signing, and the clearing & grubbing of the east bank of Gales Creek. Temporary signing appeared adequate at this time. Two "Slow" signs were added April 7th to protect the excavation at Bent# 1. On August 28th two each of "Bump" and "Single Lane Ahead"were added to increase traffic safety during stage construction.

The new bridge was opened to traffic Tuesday afternoon, September 15,1981 with the completion of the paving.

Temporary signs were removed Thursday, September 24, 1981.

The project was completed November 4, 1981 with the seeding & mulching and the "punch" list completed.

ROADWORK

There was some concern at first with the soft subgrade near 24+50. Traffic and equipment appeared to be pumping up moisture in this area. It was decided that subexcavating would probably compound the problem, and to let this area remain exposed over the weekend. The subgrade improved the following week and the situation appeared to be stablized, so aggregate base was placed September 3rd and completed September 8th.

The roadway was paved September 15th, with St. Helens Paving completing the driveways September 24th.

REFERRED TO
Beard Stoudenmeyer
Cole Mann
Eriksen Watson
Hager Dorn Leu
Return Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

DRAINAGE

After running in centerline and marking out the bent lines for the structure, this office was of the opinion that the bridge should have been moved ahead 10-feet. After the east existing abutment was removed, there was still a part of the stream bank jutting out into the channel just downstream from the existing abutment, but outside the county right-of-way.

It was decided to leave the proposed structure in the location as shown on the plans, but the east bank of the new channel was moved approximately 10-feet west. This was the best way to get a smoother channel from the new structure to the existing channel downstream. This resulted in an underrun of about 2000 cubic yards of general excavation.

Because of clearance problems with the new river bank and the relocated power pole(25+01,40'Rt), the proposed driveway at 25+00(Rt) was moved back to station 24+52. This new location is near the high point of the ditch, so the proposed culvert under this approach was deleted.

Levels were run from 24+50 back to 15+00 to check the ditch grade. These levels indicated that there was enough fall to entirely innundate the northerly portion of Parson Road before the water level would be high enough to go through any culvert in the area of 24+50.

STRUCTURE

Work on the structure began with the excavation of the footings in Bent #4. There was trouble with the sides sluffing in, so Bent #4 excavation was postponed until the sides could be shored. Operations were then moved to Bent #1.

A breakdown of the bridge construction events is as follows:

	Date Completed:		
	Footings	Columns	Caps
Bent 1	4/08/81	4/14/81	4/23/81
Bent 2	5/04/81	5/06/81	5/15/81
Bent 3	6/16/81	6/17/81	6/23/81
Bent 4	5/12/81	5/14/81	5/20/81

All three spans were poured July 28,1981.
The metal rail with tubing was installed August 31,1981.

The deck pour progressed very smoothly, with operations begining at 7:30 A.M. and completed 3:30 P.M. Approximatly 274 cubic yards of concrete was used. Trucks were well spaced, and manpower appeared adequate.

It is the opinion of this office that the transverse beam detail should be modified to include a deck overhang of an inch or two outside the transverse beam taper to facilitate the form construction and mitigate the compounding human errors caused by trying to bend the form in three dimensions.

Also, the clearances for the rebar in section B-B(Drawing No. 35615) should have been increased to allow adequate clearances for the #11 and #14 longitudinal deck bars across Bents 2 and 3. On July 20th, this office got the approval from Bridge Design to cut the center stirrups in Bent No. 2 and recconnect to the #11 traverse bars so that the stirrups were more parallel to CL. This was done to get the minumum clearance for the deck bars.

Another item worth noting was the "Std. 90° Hook, one end of all bars 'd'" on drawing 35615. The fabricators bent the bars using a standard hook, but the hook was 8-inches too long to fit the deck thickness and had to be cut at the job site.

The final inspection was held October 14, 1981 by the Resident Engineer, the Region 1 Construction Engineer and Washington County.

The County indicated that they would like to have the open slope areas seeded and mulched. This was done November 4th under Extra Work Order No. 1. Costs for EWO #1 was $240.27, which included labor and materials needed to hand place the seed, fertilizer and straw. (The State furnished the seed.)

Operations progressed very smoothly throughout the duration of the Project. There were no major delays and the relationship with this contractor was excellent. There were no disagreements with the contractor and no claims are anticipated.

The original authorization for this project was $308,485.63, including $24,461.42 for Engineering. Final estimated costs are expected to be $295,311.36 with $40,000.00 used for Engineering. This represents a 4.27 percent underrun of Authorization.

Arvey D. Nelson
Resident Engineer

STATEMENT OF OVERRUNS AND UNDERRUNS

Project:	Gales Creek(Parson Road) Bridge	Contract No:	9254
Highway:	Parson Road	Prefix No:	234-1051
County:	Washington	F.A. No:	BROS-3400(7)

SUMMARY

ITEM	ORIGINAL AMOUNT	SEMI-FINAL AMOUNT	+or-(%)
Contract Bid Items	$271,193.50	$255,171.09	-5.91
Extra Anticipated Items	600.00	240.27	-59.96
Contingencies	12,230.71	-100.00	-100.82
Engineering	24,461.42	40,000.00	+63.52
Totals	$308,485.63	$293,311.36	-4.27

All substantial changes were evaluated and only those listed below meaningfully affected the total project cost.

INDIVIDUAL OVERRUNS AND UNDERRUNS

ITEM NO.	ITEM	UNIT	ORIGINAL AMOUNT	SEMI-FINAL AMOUNT	%(+or-) AMOUNT
005	Flagmen	Hour	250.0	73.0	-70.8

There were only 2 weeks of grading and paving that was actually in conflict with traffic.

ITEM NO.	ITEM	UNIT	ORIGINAL AMOUNT	SEMI-FINAL AMOUNT	%(+or-) AMOUNT
008	General Excavation	Cu.Yd.	3970.0	1657.2	-58.3

Channel excavation was moved approximately 10-feet west to match into the existing channel downstream. This area that was not excavated contained the major portion of the general excavation.

ITEM NO.	ITEM	UNIT	ORIGINAL AMOUNT	SEMI-FINAL AMOUNT	%(+or-) AMOUNT
011	1"-0 Aggregate Base	Ton	1700.00	1497.87	-11.9

Field conditions encountered did not require plan quantity.

ITEM NO.	ITEM	UNIT	ORIGINAL AMOUNT	SEMI-FINAL AMOUNT	%(+or-) AMOUNT
013	Class "B" A.C.	Ton	410.00	441.872	+7.8

Field conditions encountered required more than plan quantity.

OVERRUNS AND UNDERR[illegible], CONT.
Gales Creek(Parson Road) Bridge

ITEM NO.	ITEM	UNIT	ORIGINAL AMOUNT	SEMI-FINAL AMOUNT	%(+or-) AMOUNT
021	Loose Rip Rap, Class 100	Cu.Yd.	635.0	513.0	-19.2

Field conditions did not require plan quantity.

025	Structure Excavation	Cu Yd.	470.00	383.77	-18.4

Field conditions did not require plan quantity.

30101	Credit For Alternate Thrie Beam Transition	Lump Sum	-	100.00$	-

This price agreement establishes a lump sum $100.00 credit to the State for allowing use of a shorter(4'-2") Thrie Beam guardrail Section rather than the originally planned unit(6'-3"). Coral Construction advised that the original unit was not a standard item.

801	Roadside Seeding and Mulching	Dollar	-	240.27	-

This was an anticipated item and was performed at the request of Washington County.

99999	Engineering	Dollar	24,461.42	40,000.00	+63.52

Personnel required to adequately inspect and engineer structure, grading and paving operations was more than plan quantity. Semi-Final amount shown is an estimate only, as final costs have not yet been determined.

9254

February 3, 1981

ACC

Washington County Board
  of Commissioners
Courthouse
Hillsboro, Oregon 97123

Attn: Larry Rice
  Director of Public Works

Gentlemen:

On January 29, 1981 the Highway Division received a satisfactory bid from Slayden and Holm, Inc., P.O. 218, Stayton, Oregon 97383 for Gales Creek (Parson Road) Bridge Section. We anticipate the construction cost to be:

Contractor's Bid		$271,193.50
Anticipated Additional Items:		
Temporary Erosion Control	$100	
Roadside Seeding & Mulching	500	$ 600.00
		$271,793.50
4 1/2% Contingencies		$ 12,230.70
9% Engineering		24,461.40
ESTIMATED TOTAL COST		$308,485.60

County's Advance Deposit:
20% of $308,485.60 = $61,697.12 or say $61,700.00

We will award the contract when we receive your advance deposit, which should arrive no later than February 20, 1981.

The Attached sheet describes the three options for making your advance deposit. Please select the option you desire and submit your advance deposit according to the instructions.

Very truly yours,

D. E. Swan
Operation Programming Engineer

KDI:pf
Attachment

bcc w/AD # 856: Jon Rose, Region M Federal Aid Engineer
Vern Skoog - Please return completed AD # 856 when advance deposit is received.

Rec'd (check)
$61,700
2-25-81
per J. Peterson

9254

2034

Salem, Oregon 97310

12-16-80

Prefix 234-1904

Attention: Right-of-Way Section

Subject: Federal Aid Project No.
Project Name Gales Creek (Parson Rd.) Bridge
Parson County Road

Regarding the above referred to federal aid project, we hereby certify that to the best of our knowledge and belief:

A. Existing Right-of-Way

☐ 1. All construction can be accomplished completely within the existing right-of-way. This existing right-of-way was acquired prior to January 2, 1971.

B. New Right-of-Way

☒ 1. This project required additional right-of-way purchased after January 2, 1971. Right-of-way, easements, or rights-of-entry required for this project have been secured in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, and all incidental charges related to the transfer of property will be paid by the county in accordance with said Act.

☒ a. There has been no displacement of persons from residences, farms or businesses.

OR

☐ b. There has been displacement of persons from either residences, farms or businesses and in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, displaced persons, businesses, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals or families have been relocated to decent, safe and sanitary housing or have been offered decent, safe, sanitary and fair housing immediately available on the open market.

C. Utilities

☒ 1. The occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to federal aid project have been authorized by permit, franchise, or other approved procedure.

Signed at Hillsboro, Oregon, this 16th day of December, 1980

County of Washington

Killpack
Vice [redacted]/Chairman

Commissioner

Commissioner

Certified By:
Kenneth Rolfe
Regional Right-of-Way Supervisor
Date Dec. 23, 1980

Instructions: Complete A or B and C.
R/W File No. ________
Rev. 1/76

80-871
12-16-80
Jo Ann [illegible]

92541

([illegible])

Section Gales Cr. ([illegible]arson Rd) Br. **Programming Estimate $** ________

Highway Co. Rd. **Project Length** ________

County Washington **Completion Time** 250 Cal. day

Kind of Work Grade Pave Structure **Est. Comp. Date** ________

Prefix 234-1904 **Letting Date** 11/20/80 **Project No.** BROS-2700(1)

ROUTING SLIP—DEPT. OF TRANSPORTATION Date: 10-21-80

Director
Chief of Operations
Asst. Dir.-Administration
Asst. Dir.-Transportation Policy & Program Develop.
Accounting (Highway)
Administrative Services
Chief Counsel
Commission Services
Construction
Data Processing (Trans. Bldg.)
Employee Development
Engineering (Design)
Environmental
Equipment Shops & Storeroom
Finance (DOT)
FHWA

General Files
General Services (DOT)
Information Systems (Lana Ave.)
Labor Relations
Landscape
Library
Location
Mail Room
Maintenance
Materials & Research
Motor Vehicles
Organization & Manpower Services
Parks & Recreation
Permits & Weighmaster
Personnel Operations
Photocopy
Proj. Mgmt. & Operations Planning

Public Affairs
Public Transit
Radio
Right of Way
Safety & Health Services
Sign Shop
State Highway Engineer
Structures
Technical Services Engineer
Traffic Support Services
Transportation Policy & Program Development
Travel Information
Utilities
[✓ Metropolitan]
Region Number ______
District Number ______

ATTENTION:
Jon Rose

FROM:
Proj. Mngt.

COMMENTS:
Please inform to county.

Form 731-0022 (7/78) SP*70682-734

ONSTRUCTION AUTHORIZATION

ontract Amount . . . . $ 310,716–

. . . 100

. . 500 $ 600

Subtotal $ 311,316–

Contingencies (4-1/2%) . . . . 14,009^{22}

Engineering (~~8~~, 9, ~~10~~%) . . . . 28,018^{44}

~~Subtotal~~ $

~~Credit for~~ ________ . . . .

Estimated Net Authorization, Construction . . . . $ 353,343^{66}

APPROVED	Est. PE Costs	20,000.00
	Est. total Cost of Project	$ 373,343^{66}
	Less PE Advance Deposit for PE	4520.00
	Less Federal Funds (373,343^{66} by 80%)	$ 298,674.93
	Est. County share of project cost	$ 70,148^{73}

____
Road Design Engineer

(Bolm ...)

Section Gales Cr. (Carson Rd) Br. Programming Estimate $

Highway Co. Rd. Project Length

County Washington Completion Time 250 Cal. day

Kind of Work Grade Pave Structure Est. Comp. Date

Prefix 237-1904 Letting Date 11/20/80 Project No. BROS-2700(1)

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount		$ 310,716 –
Anticipated Additional Items:		
Royalty Payment		
Permit Fees		
Slide Correction		
Railroad Protective Costs		
Other Railroad Costs		
Permanent Signing		
Permanent Pavement Striping		
Temporary Pavement Striping		
Remove Pavement Striping (Exist. & Temp.)		
Temporary Erosion Control	100	
State Furnished		
Roadside Seeding & Mulching	500	$ 600
Asphalt Cement Adjustment		
On the Job Trainees		
State Responsibility for Damages		
Signal Controller Testing (Engineering)		
Bikeway Signs		
Furnish Mailbox Posts		
Adjust Utilities:		
Subtotal		$ 311,316 –
Contingencies (4-1/2%)		14,009 ^{22}
Engineering (~~6~~, 9, ~~10~~%)		28,018 ^{44}
~~Subtotal~~		$
~~Credit for~~		
Estimated Net Authorization, Construction		$ 353,343 ^{66}

APPROVED

Est. PE Costs	20,000.00
Est. total Cost of Project	$ 373,343 ^{66}
Less PE Advance Deposit for PE	4520.00
Less Federal Funds (373,343 ^{66} by 80%)	$ 298,674.93
Est. County share of project cost	$ 70,148 ^{73}

Road Design Engineer

OREGON STATE HIGHWAY DIVISION

SUMMARY--BID SCHEDULE--COST ESTIMATE

Sheet 1 of

Date 10-17-80

Section Gales Cr. (Parson Rd) Brdg

County Wash

Kind Of Work

Length

Name Day 10-20-80

No	Item	Code	Unit	Quant.	Unit Cost	Total
	Mobilization		All	All	(9%)	25,000
	Temporary Protection and Direction of Traffic		All	All		1500
	Temporary Signs		Sq Ft	101	6 –	606
	Temporary Barricades		Each	4	125 –	500
	Flagmen		Hr	250	25 –	6250
	Roadwork					
	Clearing and Grubbing		All	All		2000.00
	Removal of Structures and Obstructions		All	All		1000.00
	General Excavation		Cu Yd	3900	7.50	29,250
	Toe Trench Excavation		Cu Yd	240	15.00	3,600
	Trench Excavation		Cu Yd	35	10.00	350
	Finishing Roadbed and Slopes		All	All		1000.00
	1"-0 Aggregate Base		Ton	1,700	12.00	20,400
	Class "B" Asphalt Concrete		Ton	410	40.00	16,400
	Asphalt Membrane		Sq Yd	457	15.00	6855
	12-inch Culvert Pipe		Lin Ft	110	25.00	2750
	Guard Rail, Type 2A		Lin Ft	125	15.00	1875
	Guard Rail, Type 3		Lin Ft	100	35.00	3500
	Guard Rail Anchors, Type 1		Each	3	350.00	1050
	Rail End Pieces, Type C		Each	4	120.00	480
	Extra for Asphalt Approaches		Each	4	200.00	800
	Loose Rip Rap, Class 100		Cu Yd	635	16.00	10,160
	Delineators		Each	14	22.00	308

OREGON STATE HIGHWAY DIVISION

S ARY--BID SCHEDULE--COST ESTIMA

Sheet 2 of 2

Date

Section

County

Kind Of Work

Length

Name

No	Item	Code	Unit	Quant.	Unit Cost	Total
	STRUCTURE					
	Bridge Removal Work		All	All		6000
	Shoring, Cribbing, Etc		All	All		8000
	Structure Excavation		Cu.Yd	230	12–	2760
	Structure Excavation Below Elevations Shown		Cu.Yd	20	5–	100
	Structural Concrete, Class 3300 (45 cy @ $280)		All	All		12,600
	Structural Concrete, Class 4500 (300 cy @ $295)		All	All		88,500
	Reinforcement (86,400 lb @ 0^{48})		All	All		41,472
	Metal Rail with Tubing		Lin Ft	313	50–	15,650

```
TOTAL TO DATE JOB COST SUMMARY                                                   SEPTEMBER 1980          PAGE  580

                                                                                     FISCAL              GRAND TOTAL
DESCRIPTION OF JOB OR DEPARTMENT    PREFIX        FUNCTION   GR   CURRENT MONTH    YEAR TO DATE          TO DATE
                                 234   1903       911      00 P 1                                          14.61
                                 234   1903       913      00 P 1                                          34.22
                                 234   1903       914      00 P 1                                          79.28
                                 234   1903       918      00 P 1                                       1,699.03
                                 234   1903       920      00 P 1                                          14.07
                                 234   1903       923      00 P 1        26.58           26.58             26.58
                                 234   1903       926      00 P 1        37.80          721.71          3,115.69
                                 234   1903       926      00 N 1                                          25.60
                                 234   1903       927      00 P 1       171.30          703.74            741.48
                                                  TOT      P1         1,196.93        2,621.83         16,108.69
                                                  TOT      N1                                             356.66
                                               ** JOB TOTALS **       1,196.93  **    2,621.83  **     16,465.35  **

  GALES CR (PARSONS RD) BR       CONT NO       FA PROJ NOS BROS400007 100                                                STATE
                                 234   1904       296      00 N 9     1,022.08CR      5,644.09CR       13,964.75CR
                                 234   1904       298      00 N 9     1,022.08        5,644.09         13,964.75
                                 234   1904       901      00 P 1       177.61          519.08         10,284.86
                                 234   1904       905      00 P 1       207.60          878.52          1,702.16
                                 234   1904       906      00 P 1       330.00        1,734.36          1,799.18
                                 234   1904       909      00 P 1                       265.55            588.47
                                 234   1904       910      00 P 1                                         105.15
                                 234   1904       911      00 P 1                                          76.67
                                 234   1904       913      00 P 1                         7.26             25.43
                                 234   1904       914      00 P 1                                         289.88
                                 234   1904       918      00 P 1                     1,549.30          2,436.28
                                 234   1904       920      00 P 1                                          14.07
                                 234   1904       922      00 P 1         4.13            4.13              4.13
                                 234   1904       923      00 P 1        26.58           26.58             26.58
                                 234   1904       926      00 P 1        18.79          689.95            867.79
                                 234   1904       927      00 P 1       748.42          748.42            748.42
                                                  TOT      P1         1,513.13        6,423.15         18,969.07
                                               ** JOB TOTALS **       1,513.13  **    6,423.15  **     18,969.07  **

  BUTNER&BARNES RD SIGNAL        CONT NO       FA PROJ NOS HES 097001 100                                                STATE
                                 234   1905       296      00 N 9        71.07CR      1,171.83CR        4,565.10CR
                                 234   1905       298      00 N 9        71.07        1,171.83          4,565.10
                                 234   1905       901      00 P 1        20.01           20.01          3,435.99
                                 234   1905       905      00 P 1                       480.88            802.44
                                 234   1905       911      00 P 1                       497.00            669.80
                                 234   1905       914      00 P 1                        60.86            134.49
                                 234   1905       920      00 P 1                                          14.07
                                 234   1905       921      00 P 1        74.80           74.80             74.80
                                 234   1905       922      00 P 1                        10.01             10.01
                                 234   1905       923      00 P 1                                          25.54
                                                  TOT      P1            94.81        1,143.56          5,167.14
                                               ** JOB TOTALS **          94.81  **    1,143.56  **      5,167.14  **
```

Section Goles Cr. (Parson Rd.) Br. Programming Estimate $ 355,000

Highway Co. F. Project Length

County Washington Completion Time 250 Cal. day

Kind of Work Grade Pave Structure Est. Comp. Date

Prefix 234 1904 Letting Date 11/20/80 Project No. BROS-2100 [illegible]

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount . . . . $ 303,861

Anticipated Additional Items:		
Royalty Payment.		
Permit Fees		
Slide Correction		
Railroad Protective Costs		
Other Railroad Costs		
Permanent Signing		
Permanent Pavement Striping . . .		
Temporary Pavement Striping . . .		
Remove Pavement Striping (Exist. & Temp.)		
Temporary Erosion Control	100	
State Furnished		$ 600
Roadside Seeding & Mulching . . .	500	
Asphalt Cement Adjustment		
On the Job Trainees		
State Responsibility for Damages . . .		
Signal Controller Testing (Engineering) . .		
Bikeway Signs		
Furnish Mailbox Posts		
Adjust Utilities:		

Subtotal $ 304,461

Contingencies (4-1/2%) 13,700.75

Engineering (~~8~~, 9, ~~10~~%) 27,401.49

~~Subtotal~~ $

~~Credit for~~ . . . .

Estimated Net Authorization, Construction . . . . $ 345,563.24

APPROVED

Road Design Engineer

9254 (Balm Grove) 13m.

Section Gales Cr. (Barsm Rd) Br. **Programming Estimate** $ 346 000
Highway Co. Rd **Project Length** ______
County Washington **Completion Time** 250 Cal. day
Kind of Work Grade Pave Structure **Est. Comp. Date** ______
Prefix 234-1904 **Letting Date** 11/20/80 **Project No.** BROS-2700(1)

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount		$ 339,252
Anticipated Additional Items:		
Royalty Payment		
Permit Fees		
Slide Correction		
Railroad Protective Costs		
Other Railroad Costs		
Permanent Signing		
Permanent Pavement Striping		
Temporary Pavement Striping		
Remove Pavement Striping (Exist. & Temp.)		
Temporary Erosion Control	100	
State Furnished ______		$ 600
Roadside Seeding & Mulching	500	
Asphalt Cement Adjustment		
On the Job Trainees		
State Responsibility for Damages		
Signal Controller Testing (Engineering)		
Bikeway Signs		
Furnish Mailbox Posts		
Adjust Utilities:		
Subtotal		$ 339,852
Contingencies (4-1/2%)		15,293.34
Engineering (~~6~~, 9, ~~10~~%)		30,586.48
~~Subtotal~~		$
~~Credits for~~ ______		
Estimated Net Authorization, Construction		$ 385,732.02
Est. P.E. Cost		25,000.00
Est. Project Cost		410,732.02
Less PE Advance Deposit		4,520.00
Less Federal Funds (80% of $410,732.02)		328,585.60
Est. County Advance Deposit.		77,626.42

APPROVED

Road Design Engineer

Rev. 5/79

OREGON STATE HIGHWAY DIVISION

SUMM[illegible]—BID SCHEDULE—COST ESTIMATE

Sheet 1 of 2

Date 10-17-80

Section Gales Cr. (Parson Rd) Bridge

County Wash

Kind Of Work

Length

Name Day 10-20-80

No	Item	Code	Unit	Quant.	Unit Cost	Total
	Mobilization		All	All	(9%)	30,000
	Temporary Protection and Direction of Traffic		All	All		1500
	Temporary Signs		SqFt	101	6 –	606
	Temporary Barricades		Each	4	125 –	500
	Flagmen		Hr	250	25 –	6250
	Roadwork					
	Clearing and Grubbing		All	All		2000^{00}
	Removal of Structures and Obstructions		All	All		1000^{00}
	General Excavation		CuYd	3970	7^{50}	29,775
	Toe Trench Excavation		CuYd	240	15^{00}	3,600
	Trench Excavation		CuYd	35	10^{00}	350
	Finishing Roadbed and Slopes		All	All		1000^{00}
	1"-0 Aggregate Base		Ton	1700	12^{00}	20,400
	Class "B" Asphalt Concrete		[illegible]	410	40^{00}	16,400
	12-inch Culvert Pipe		LinFt	110	25^{00}	2750
	Guard Rail Type [illegible]		LinFt	75	15^{00}	1125
	[illegible]		LinFt	100	35^{00}	3500
	Guard Rail Ending Type [illegible]		Each	3	350^{00}	1050
	[illegible]		[illegible]	4	120^{00}	480
	Three Beam Transition Section		Each	4	200	800
	[illegible]		Each	4	200^{00}	800
	Loose Riprap [illegible]		[illegible]	635	16^{00}	10,160
	Delineators		Each	14	22^{00}	308

OREGON STATE HIGHWAY DIVISION

SUM Y--BID SCHEDULE--COST ESTIMATE

Sheet 2 of 2

Date

ection

County

Kind Of Work

Length

Name

No	Item	Code	Unit	Quant.	Unit Cost	Total
	STRUCTURE					
	Bridge Removal Work		All	All		6000
	Shoring, Cribbing, Etc		All	All		8000
	Structure Excavation		Cu Yd	470	12-	5640
	Structure Excavation Below Elevations Shown		Cu. Yd	20	5-	100
	Structural Concrete, Class 3300 (110 CY @ $280)		All	All		30,800
	Structural Concrete, Class 4500 (300 CY @ $295)		All	All		88,500
	Reinforcement (99,600 lb @ 0 48)		All	All		47808
	Metal Rail with Tubing		Lin Ft	313	50-	15,650
	2-inch Electrical Conduit		Lin Ft	300	8-	2400

9254

10-80

```
                                       234   1903    920     00 P 1                                                 14.07
                                       234   1903    921     00 P 1         300.68           300.68            300.68
                                       234   1903    922     00 P 1          62.62            62.62             62.62
                                       234   1903    923     00 P 1                           26.58             26.58
                                       234   1903    926     00 P 1                          721.71          3,115.69
                                       234   1903    926     00 N 1                                             25.60
                                       234   1903    927     00 P 1         872.36         1,576.10          1,613.84
                                                     TOT     P1           1,976.35         4,598.18         18,085.04
                                                     TOT     N1                                                356.66
                                                 ** JOB TOTALS **         1,976.35  **     4,598.18  **     18,441.70  **

GALES CR (PARSONS RD) BR        CONT NO        FA PROJ NOS BROS400007 100                                               STATE
                                       234   1904    296     00 N 9       2,029.19CR       7,673.28CR       15,993.94CR
                                       234   1904    298     00 N 9       2,029.19         7,673.28         15,993.94
                                       234   1904    901     00 P 1                          519.08         10,284.86
                                       234   1904    905     00 P 1         452.02         1,330.54          2,154.18
                                       234   1904    906     00 P 1       1,232.65CR         501.71            566.53
                                       234   1904    909     00 P 1                          265.55            588.47
                                       234   1904    910     00 P 1                                            105.15
                                       234   1904    911     00 P 1                                             76.67
                                       234   1904    913     00 P 1                            7.26             25.43
                                       234   1904    914     00 P 1                                            289.88
                                       234   1904    918     00 P 1          21.50         1,571.80          2,458.78
                                       234   1904    920     00 P 1                                             14.07
                                       234   1904    921     00 P 1         629.71           629.71            629.71
                                       234   1904    922     00 P 1          50.92            55.05             55.05
                                       234   1904    923     00 P 1          44.82            71.40             71.40
                                       234   1904    926     00 P 1                          689.95            867.79
                                       234   1904    927     00 P 1       5,319.57         6,097.99          6,097.99
                                                     TOT     P1           5,316.89        11,740.04         24,285.96
                                                 ** JOB TOTALS **         5,316.89  **    11,740.04  **     24,285.96  **

BUTNER&BARNES RD SIGNAL         CONT NO        FA PROJ NOS HES 097001 100                                               STATE
                                       234   1905    296     00 N 9          85.33CR       1,257.16CR        4,650.43CR
                                       234   1905    298     00 N 9          85.33         1,257.16          4,650.43
                                       234   1905    901     00 P 1                           20.01          3,435.99
                                       234   1905    905     00 P 1          24.54           505.42            826.98
                                       234   1905    911     00 P 1          94.82           591.82            764.62
                                       234   1905    914     00 P 1                           60.86            134.49
                                       234   1905    920     00 P 1                                             14.07
                                       234   1905    921     00 P 1                           74.80             74.80
                                       234   1905    922     00 P 1                      [illegible]            10.01
                                       234   1905    923     00 P 1                                             25.54

TOTAL TO DATE JOB COST SUMMARY                                                       OCTOBER 1980          PAGE  598
                                                                                        FISCAL            GRAND TOTAL
DESCRIPTION OF JOB OR DEPARTMENT          PREFIX       FUNCTION   GR   CURRENT MONTH   YEAR TO DATE          TO DATE
                                                       TOT    P1          119.36         1,262.92          5,286.50
```

9254

Wash

ENVIRONMENTAL REVIEW CHECKLIST

Jan29'81
~~Dec 18~~
~~November 20, 1980~~Bid Letting ____________ All Clear Deadline

ALL CLEAR 10/22/80

SECTION Gales Creek (Parsons Road) Bridge
Highway
County Washington Region 1
Type of Work G-P-Structure Funds HBR(OS)
State___ Consultant ___ Plans Avail.___ Yes No

John

(Flood plain clearance - Wash Co will file
~~Statewide Noise~~
~~DSL~~

DOCUMENTS:

	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR
EIS	☒	☐	☐	☐	☐
Negative Declaration	☒	☐	☐	☐	☐
Project Assessment	☐	☒	☐	☐	☒
Write-off Letter	☒	☐	☐	☐	☐

PERMITS:

	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR
Division of State Lands	☐	☒	☒	☒	☒
D.O.G.M.I.	☒	☐	☐	☐	☐
Corps of Engineers	☐	☒	☐	☐	☒
Coast Guard	☒	☐	☐	☐	☐
Co. Conditional Use	☒	☐	☐	☐	☐
NPS Air Pollution	☒	☐	☐	☐	☐
NPS Water Pollution	☒	☐	☐	☐	☐

CULTURAL:

	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR
Cultural Survey	☐	☒	☐	☐	☒
Cultural Salvage	☒	☐	☐	☐	☐

NOISE:

	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR	
Noise Study	☐	☒	☐	☐	☒	Statewide

9254

WASHINGTON COUNTY
ADMINISTRATION BUILDING – 150 N. FIRST AVENUE
HILLSBORO, OREGON 97123

BOARD OF COMMISSIONERS
MILLER M. DURIS, Chairman
JIM FISHER, Vice Chairman
VIRGINIA DAGG

DEPT. OF PUBLIC WORKS
LARRY RICE, Director
ROOM 201
(503) 648-8886

October 9, 1980

Jon Rose
Federal Aid Specialist
Oregon Department of Transportation
5821 N.E. Glisan
Portland, Oregon 97213

Dear Jon:

Enclosed are the signed plans for the Susbauer Road Bridge and Parson Road Bridge projects. The right-of-way for Susbauer Road should be cleared by October 28, 1980, and the condemnation on Parson Road will take approximately five weeks beginning October 14, 1980.

Sincerely yours,

Mike
Michael A. Borresen
Project Development Engineer

MAB:ja
Enclosure

c.c. D.O. Christensen
Jack Sullivan
Frank Lowe

MA PDM PDE FFM SPC
ODOT-METRO
OCT 0 9 1980
BMT PAR PPC FILE T/A

PROJECT MANAGEMENT BRANCH
SLE ☐ STE ☐
LE ☐ RE ☐ PRE ☒
OCT 10 1980
REFERRED TO ____________
FILE: PN FA LG.

From Metro JON ROSE	Date 10/9/80
To BUZ SWAN	
[✓ Program Mgmt.] Traffic Region 1	

Comments: These plans for the two subject projects have been reviewed by the County. Please advise interested sections.

Jon Rose

	INDEX OF SHEETS
SHEET NO.	DESCRIPTION
1	Title Sheet
2	Typical Sections & Summary
2A	Temporary Protection & Direction Of Traffic (Not incl)
3	Plan & Profile

STATE OF

DEPARTMENT OF T

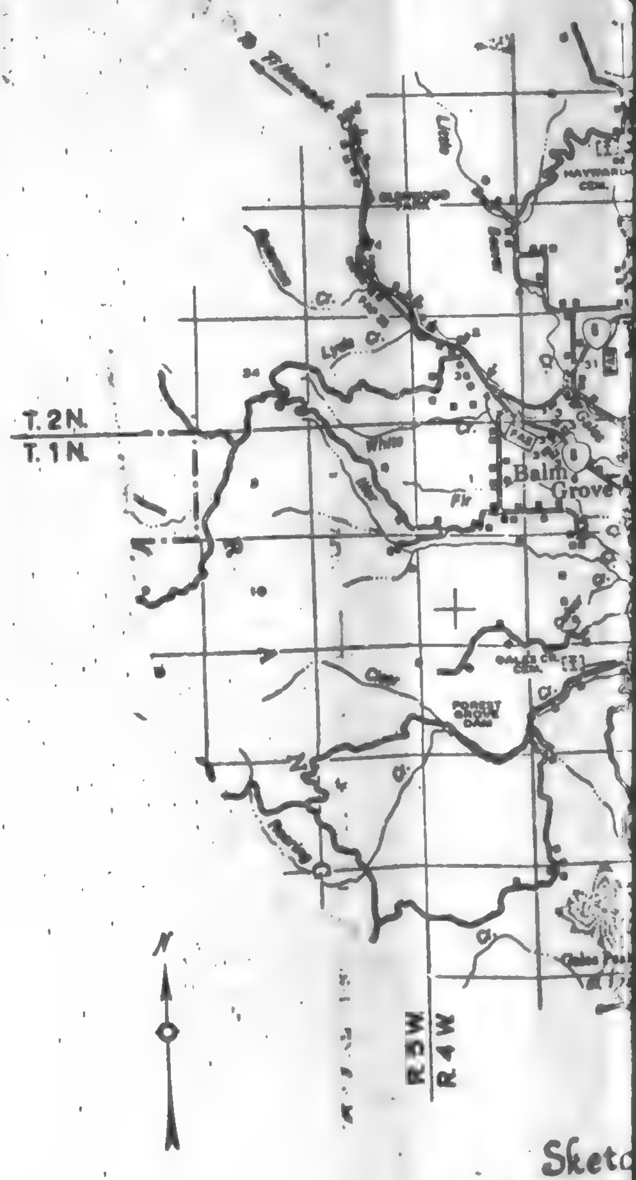
STATE HIGHW

PLANS FOR PROPO

GALES CREEK (PARSO

COUNTY

WASHINGTO



T. 2N.
T. 1N.
Lyda Cr.
Cr.
White
Fir
HAYWARD COM.
Balm Grove
GALES CR. COM.
FOREST GROVE DAM
N
R.5W
R.4W

Sketc

Scale 0

Overall Length Of Project - 600 Feet

TE OF OREGON

T OF TRANSPORTATION

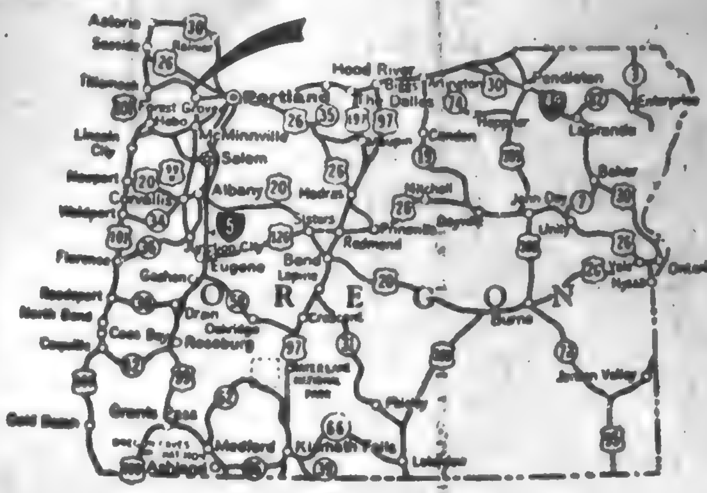
HIGHWAY DIVISION

NS FOR PROPOSED PROJECT

PRELIMINARY COPY
SEP 18 1980
SUBJECT TO CHANGE
FINAL DESIGN UNIT

GALES CREEK (PARSON RD.) BRIDGE SEC. COUNTY ROAD WASHINGTON COUNTY					SHEET No. 1
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR		TOTAL SHEETS
10	OREGON				See Index

HBR (05)


Astoria
Seaside
Tillamook
Forest Grove
Hebo
Portland
McMinnville
Salem
Lincoln City
Newport
Corvallis
Albany
Waldport
Florence
Eugene
Madras
Bend
Redmond
Hood River
The Dalles
Pendleton
La Grande
Enterprise
Baker
John Day
Burns
Ontario
Reedsport
North Bend
Coos Bay
Coquille
Roseburg
Gold Beach
Grants Pass
Medford
Ashland
Klamath Falls
Lakeview
Jordan Valley
O R E G O N

PARSON RD.) BRIDGE SEC.

COUNTY ROAD

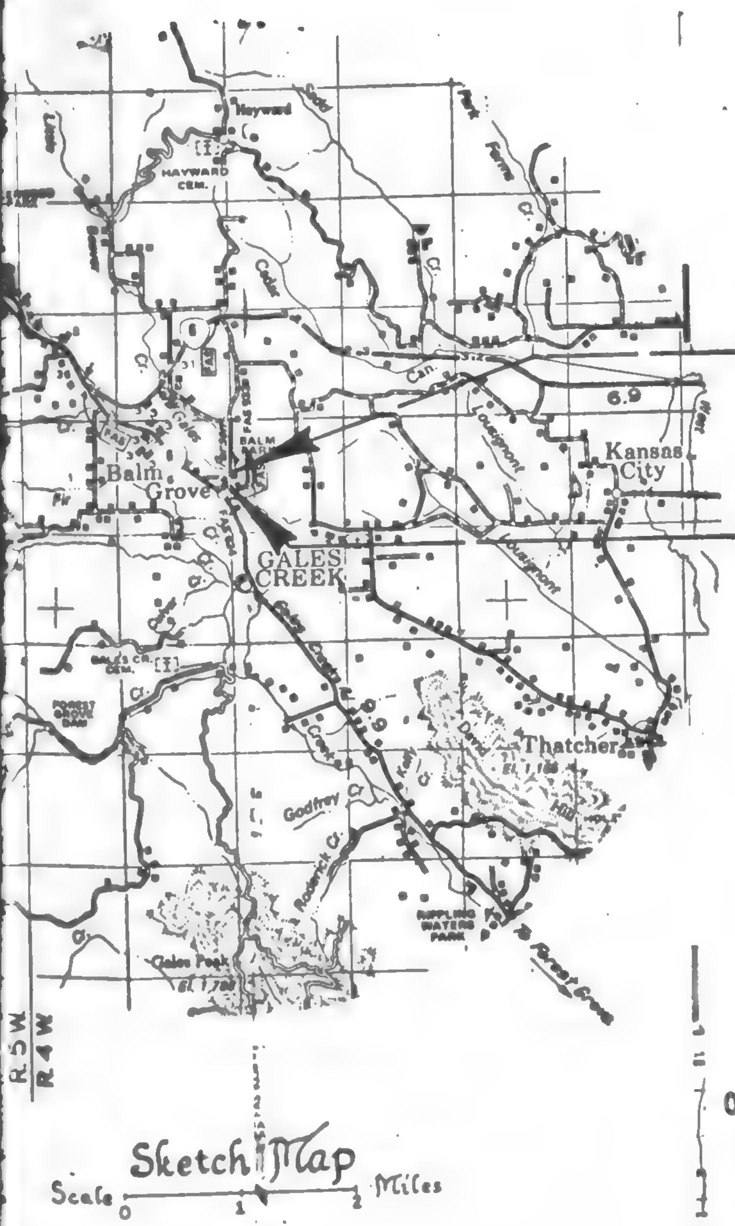
WASHINGTON COUNTY

APPROVED ______________ 19___

BOARD OF COMMISSIONERS OF ______________ COUNTY

CHAIRMAN

APPROVED AS NOTED
Michael A. Bowen
Washington County Public Works
For Larry Rice, Director
Date 10/6/80


Hayward
HAYWARD CEM.
Balm Grove
GALES CREEK
Kansas City
6.9
Thatcher
Godfrey
Gales Peak
RIPPLING WATERS PARK
To Forest Grove
R 5 W
R 4 W
Scale 0 1 2 Miles

Sketch Map

BEGINNING OF PROJECT
Sta. 23+75

END OF PROJECT
Sta. 30+00

PRELIMINARY COPY
SUBJECT TO CHANGE

RECEIVED
SEP 23 1980
Public Works
Washington County

H. S. COULTER
OCT. 30, 1959

E. S. HUNTER
MAY 13, 1960

H. S. Coulter STATE HIGHWAY ENGINEER

E. S. Hunter ASSISTANT STATE HIGHWAY ENGINEER

OREGON TRANSPORTATION COMMISSION

Anthony Yturri	CHAIRMAN
Tom Walsh	VICE CHAIRMAN
Gordon Coleman	COMMISSIONER
Peter J. Brix	COMMISSIONER
Michael P. Hollern	COMMISSIONER
Fred B. Klaboe	DIRECTOR OF TRANSPORTATION

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

APPROVED:

______________________ FIELD OPERATIONS ENGINEER ______ DATE

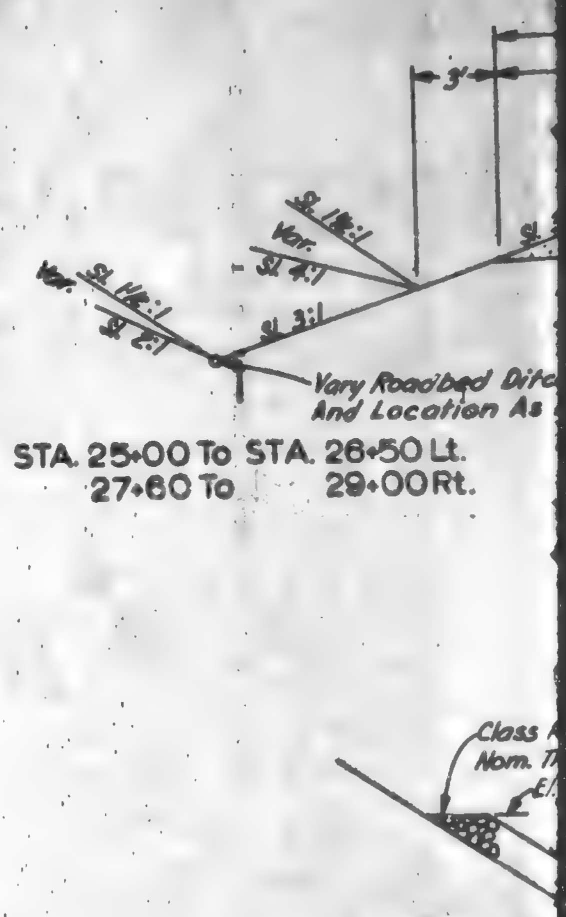
R/W Map No. 124-737

S U M M A R Y

ITEM	UNIT	QUANTITY	SEGREGATION OF QUANTITIES	

Item	Code	Unit	Quant.
Mobilization			
Temp. Prot. & Dic.			
Remove Str. & Obs.			
Clearing & Grubbing		Acre	0.2
Ditch Exc.		Cu. yd.	15
General Exc.		Cu. yd.	2118
Trench Exc.		Cu. yd.	20
Finish Rd. Bd. & Slopes		Mi	0.1
Watering		M-Gal	28
Coarse Agg. Base		Ton	1646
Class "B" A.C. Mix		Ton	349
Asph Cem. in Mix		Ton	23
Tack		Ton	0.2
12" Culv. Pipe		Lin Ft.	110
Guard Rail, Type 2A		Lin Ft.	125
Guard Rail, Type 3		Lin Ft.	100
Guard Rail Anchor, Type 1		Ea	3
Guard Rail End Piece, Type C		Ea	4
~~Extra for Asph. Approach~~		~~Ea~~	
Loose Riprap		Ton	1219
Delineators		Ea	16
Seeding & Mulching		Acre	0.1
Remove Old Pvmt		Sq yd	40

TYPICA


3'
Sl. 1½:1
Var.
Sl. 2:1
Var.
Sl. 1½:1
Sl. 2:1
Sl. 3:1
Vary Roadbed Ditc
And Location As
Class
Nom. T
El.

STA. 25+00 To STA. 26+50 Lt.
27+60 To 29+00 Rt.

R/W Map No. 184-737

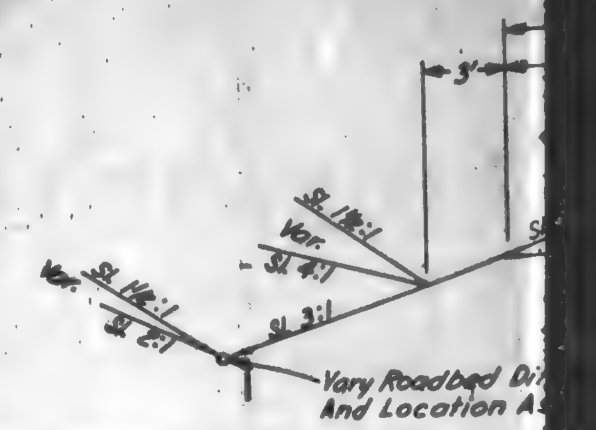
S U M M A R Y

ITEM	UNIT	QUANTITY	SEGREGATION OF QUANTITIES	

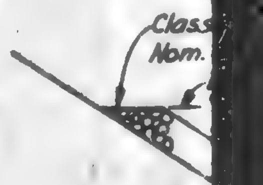
Item	Code	Unit	Quant.
Mobilization			
Temp. Prot. & Dir.			
Remove Str. & Obs.			
Clearing & Grubbing		Acre	0.2
Ditch Exc.		Cu. yd.	15
General Exc.		Cu. yd.	2118
Trench Exc.		Cu. yd.	20
Finish Rd. Bd. & Slopes		Mi	0.1
Watering		M-Gal	28
Coarse Agg. Base		Ton	1646
Class "B" A.C. Mix		Ton	349
Asph Cem. in Mix		Ton	23
Tack		Ton	0.2
12" Culv. Pipe		Lin. Ft.	110
Guard Rail, Type 2A		Lin. Ft.	125
Guard Rail, Type 3		Lin. Ft.	100
Guard Rail Anchor, Type 1		Ea	3
Guard Rail End Piece, Type C		Ea	4
~~Extras for Asph. Approach~~		~~Ea~~	~~1~~
Loose Riprap		Ton	1819
Delineators		Ea	16
Seeding & Mulching		Acre	0.1
Remove Old Rdwy		Sq. yd.	50

Stoudenmeyer, Hartle, Wetzel

T Y P I C


3'
Sl. 1½:1
Var.
Sl. 4:1
Var.
Sl. 1½:1
Sl. 2:1
Sl. 3:1
Vary Roadbed Di
And Location A

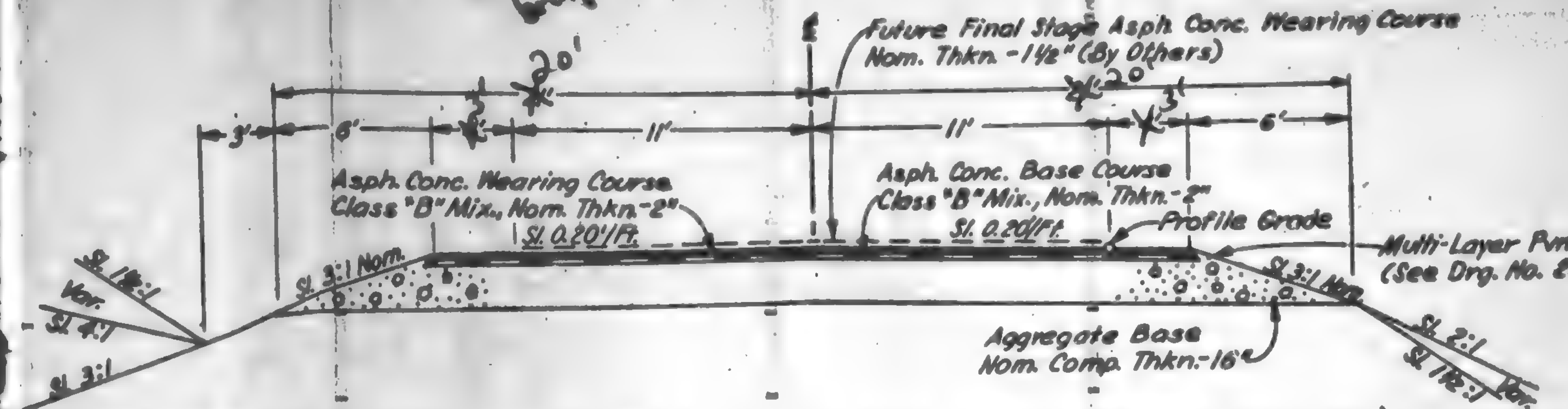
STA. 25+00 To STA. 26+50 Lt.
27+60 To 29+00 Rt.



TYPICAL SECTIONS

GALES CREEK (PARSON RD.) BRIDGE SEC. COUNTY ROAD WASHINGTON COUNTY				SHEET No. 2
FED. ROAD DIV. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
10	OREGON			See Index

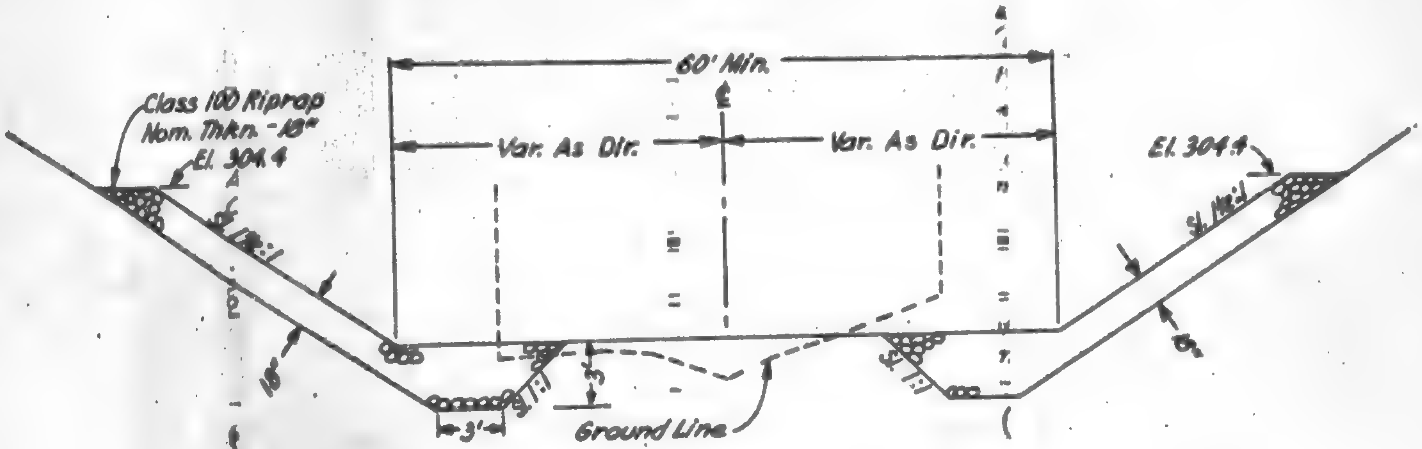
See notes on bridge plans



Future Final Stage Asph. Conc. Wearing Course
Nom. Thkn. -1½" (By Others)
20'
20'
3'
6'
3'
11'
11'
3'
6'
Asph. Conc. Wearing Course
Class "B" Mix., Nom. Thkn.-2"
Sl. 0.20'/Ft.
Asph. Conc. Base Course
Class "B" Mix., Nom. Thkn.-2"
Sl. 0.20'/Ft.
Profile Grade
Multi-Layer Pvmt. Const.
(See Drg. No. 2050)
Sl. 3:1 Nom.
Sl. 3:1 Nom.
Sl. 1½:1
Var.
Sl. 4:1
Sl. 3:1
Aggregate Base
Nom. Comp. Thkn.-16"
Sl. 2:1
Sl. 1½:1
Var.
Vary Roadbed Ditch Grade
And Location As Directed

STA. 23+75 To STA. 25+00 (Taper Section)
25+00 To 26+13
26+13 To 27+60 (Structure)
27+60 To 29+00
29+00 To 30+00 (Taper Section)

o STA. 26+50 Lt.
o 29+00 Rt.



60' Min.
Var. As Dir.
Var. As Dir.
Class 100 Riprap
Nom. Thkn. -18"
El. 304.4
El. 304.4
Sl. 1½:1
Sl. 1½:1
18"
18"
3'
3'
Sl. 1:1
Sl. 1:1
Ground Line

CHANNEL WIDENING DETAIL
STA. "G" 9+50 To STA. "G" 10+50 (Or As Directed)

9254

TRA 7

STATE OF OREGON **INTEROFFICE MEMO**

Wash

Highway - Traffic 378-6537

TO: D. O. Christensen
Final Design Engineer

DATE: October ~~6~~ 9, 1980

FROM: L. E. George
Traffic Engineer

SUBJECT: Gales Creek (Parson Road) Bridge Section
Washington County

We have reviewed the preliminary plans for the subject section.

In our review, it was noted that the Balm Grove Road intersection with Parson Road is not going to be altered in this project. If the added cost of revising this intersection is not prohibitive, the intersection should be revised to a "T" type intersection rather than the existing "Y" type. This has not been discussed with the county, and the final decision should be left up to them since this is a county road intersection.

L E George
L. E. George
Traffic Engineer

DW:jrb

10-9-80

Bridge funds can't be used on above intersection & County has no other to use. Most traffic from Parson Rd. goes south on Balm Grove Rd.

DOC

Copy to Traffic

REFERRED TO DMS
Beard
Stoudenmeyer
Cole
Mann
Eriksen
Watson
Dorn
Leu
Do File Copy Due
Return
BY FINAL DESIGN ENGINEER

Versteeg
Anderson
Christensen DOC
Olson
Sullivan
Terpin
Trout
Wakerlig

RECEIVED
OCT 0 8 1980
ROAD DESIGN SECTION

Contains Recycled Materials
81-125-1387

SP*75683-125

9254

STATE OF OREGON
Department of Transportation
Metropolitan Branch

INTEROFFICE MEMO
Telephone: 238-8226
Date: October 6, 1980

File No: 234-1904

TO: DON TROUT
Road Design

FROM: D.R. ADAMS
Project Development Manager

SUBJECT: Gales Creek (Parson Road) Bridge

I contacted Mike Borreson with Washington County. He advised that he would take care of the application for the floodplain alteration permit and provide that to the Washington County Planning Bureau so they could approve the project and forward that action to the Division of State Lands so we could advance the job.

He also said he was going to get the other bridges in the county, Susbauer, etc. taken care of at the same time.

DRA:js

cc: J. Rose

RECEIVED
OCT 07 1980
ROAD DESIGN SECTION

Versteeg
Anderson
Christensen
Olson
Sullivan
Terpin
I Trout
Wekerlig

Do Not File ☐
Return To
Bring Up __/__/__
Action

AB Copy

AB Copy Div. State Lands

9254

STATE OF OREGON **INTEROFFICE MEMO**

TO: Mr. E. L. Hardt
Region 1 Engineer

DATE: September 30, 1980

DES 23
Br 13211A

FROM: J. E. Backstrand
Supervising Structural
Design Engineer

SUBJECT:
Gales Creek (Parson Rd.) Br.
Gales Creek Br. Section
Parson Road
Washington County
Bridge 13211A

Enclosed are two reduced prints of drawings 35613, 14, and 15, which are the advance detail drawings for the subject structure.

Our present estimate of costs for the proposed contract is as follows:

Grading and Paving	$103,000
Structure	185,000
Remove existing tbr. span and conc. abutments (Does not include removal of Bailey Br.)	6,000
Engineering and Contingencies	59,000
TOTAL	$353,000

We plan to call for bids on this section on November 20, 1980.

Please make a field review and return one set by October 13, 1980 with your comments and/or corrections noted thereon.

SHG:dh
Enclosures

cc Larry Rice (Wa.Co.Dir.Pub.Wks.) /w/ 2 sets encls.
H. A. Schell /w/ 2 sets encls.
Specs Unit /w/ 1 set encls. plus estimate sheet (unchecked) and designer's notes.
Construction /w/ 1 set encls.
Utility Unit /w/ 1 set encls.
County-City Unit
Engineering /w/ 1 set encls.
Enrique Rodriguez /w/ 1 set encls.
R. N. Bothman /w/ 1 set encls.

Contains
Recycled
Materials
81-125-1387

9254

WASHINGTON COUNTY
ADMINISTRATION BUILDING — 150 N. FIRST AVENUE
HILLSBORO, OREGON 97123

BOARD OF COMMISSIONERS
MILLER M. DURIS, Chairman
JIM FISHER, Vice Chairman
VIRGINIA DAGG

DEPT. OF PUBLIC WORKS
LARRY RICE, Director
ROOM 201
(503) 648-8886

August ~~26~~ 27, 1980

MA PDM PDE FFM SPC
ODOT - METRO
AUG 27 1980
BM PAR PPC FILE T/A

Jon Rose
Federal Aid Specialist
Oregon Department of Transportation
5821 N.E. Glisan
Portland, Oregon 97213

Dear Jon:

Enclosed is a signed copy of the bridge plans for the Parson Road (Gales Creek) bridge project.

I would recommend reducing the bridge and approach widths to 28' in order to save costs. This is our standard rural road section now. Also, if possible, use standard metal guardrail on the bridge.

Sincerely yours,

Mike

Michael A. Borresen
Project Development Engineer

From Metro JON ROSE | Date 8/27/80

To Bob Swan

[✓ Program Mgmt.] Traffic Region 1

Comments: Washington County has approved, with noted suggestions, the attached plans. Please see that these revisions are considered by the Bridge section.

Jon Rose

To bridge section
8-29-80
HR

PROJECT MANAGEMENT BRANCH
ASHE ☐ STE ☐
PLE ☐ RE ☐ [✓ PRE ☐]
AUG 28 1980
REFERRED TO ____________
FOR ____________
FILE: PM FA LG.

9254

2.

STATE OF OREGON

INTEROFFICE MEMO

TO: Ken Rolfe
Region 1 R/W Supervisor

DATE: August 14, 1980

FROM: Adele L. Egan
Right of Way Office Unit Supv.

SUBJECT: Services Agreement 162
Gales Cr. Br.-Parson Rd.
Washington County

Attached is an original of this supplemental agreement for submission to the County and a copy for your files.

The project will be programmed.

MISC. CONTRACTS and
AGREEMENTS No. 7166

AE
mp
Attach.

cc: Ed Hardt, w/c
Local Gov't Programs, w/c
Finance, w/c
Comm. Serv., w/orig.
Description, w/c
Title, w/c

Contains Recycled Materials
81-125-1387

9254

STATE OF OREGON **INTEROFFICE MEMO**

TO: Mr. R. N. Bothman
Metro Administrator
Attn. J. R. Rose

DATE: August 12, 1980

DES 23
Br. 13211B

FROM: L. L. Wallace
Asst. Bridge Engineer

ORIGINAL SIGNED
L L WALLACE

SUBJECT: Gales Creek (Parson Rd.) Bridge
Gales Creek Bridge Section
Parson Road
Washington County
Bridge 13211B

Enclosed are four reduced prints of drawings 35430 and 35362 which are the preliminary plan and elevation and vicinity map for the subject structure. Preliminary plan and elevation and vicinity map show 30'-0" roadway, please verify.

Note that concrete bridge approach panels have not been included in this project.

Our present estimate of costs for the proposed contract is

Grading and Paving	$101,200	
Structure	225,100	
Engineering and Contingencies	65,200	
TOTAL		$391,500

Itemized costs are also submitted with this letter.

Please use these prints to obtain the approval of Washington County. Return one set of prints to this office as soon as possible with the appropriate approval stamped thereon.

We plan to call for bids on this project on November 20, 1980.

SHG:dh
Enclosure

cc H. A. Schell /w/ 1 set encls.
Engineering/w/ 1 set encls.
Local Government /w/ 1 set encls.
Environment (M. Banks) /w/ 1 set encls.

PROJECT MANAGEMENT BRANCH
ASHE ☐ STE ☐
PLE ☐ RE ☐ [✓ PRE ☐]
AUG 12 1980
REFERRED TO ____________
FOR ____________
FILE: PM FA LG.

Contains Recycled Materials
81-125-1397

9254

STATE OF OREGON
HIGHWAY DIVISION - ODOT

INTEROFFICE MEMO
LOC 8

TO: FILE

DATE: July 7, 1980

FROM: Gene M Finley
Gene M. Finley
Hydraulics Specialist

SUBJECT: Gales Creek Bridge HBR(05)
Parsons Road
Washington County

The proposed structure will replace an existing 46-foot long, single-span, one-lane Bailey Bridge on vertical abutments and will be located approximately 60± feet upstream from the existing alignment.

HYDROLOGY

Gales Creek is an east-west tributary of the Tualatin River and drains approximately 38 square miles above the proposed bridge site. Stream gage data are available from gage numbers 14-2040 (Drainage area = 33.2 square miles) and 14-2045 (Drainage area = 66.0 square miles) located on Gales Creek near Gales Creek and Forest Grove respectively. The recurrence interval vs. peak discharge relationship listed below was interpolated from a statistical analysis of these gage data using a Log-Pearson Type III statistical distribution.

Recurrence Interval	Peak Discharge
100-year	6,800 cfs
50-year	6,000 cfs
25-year	5,150 cfs
10-year	4,100 cfs
5-year	3,300 cfs

The largest flood of record occurred December 22, 1964, and is estimated to have been the 15-year flood with a peak discharge of 4,540 cfs (3,190 under bridge and 1,350 over roadway). Mr. C. N. James, a local resident for 68 years, indicated that the December, 1964 highwater overtopped the west roadway approach to the existing bridge to a depth of 6 inches. Using this information, it is estimated that the highwater elevation along the upstream embankments of the existing bridge would have been 301.7 feet (MSL). It should be noted that roadway overflow begins at a four-year frequency discharge of 2,800 cfs.

HYDRAULIC DESIGN

The 25-year flood of 5,150 cfs was chosen as the design flood.

For design purposes, two types of bridges were investigated: a single-span with vertical abutments and a three-span with 1 1/2:1 end slopes normal to the creek. Using the design flood, one alternate would allow

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Recycled
Materials
81-128-1387

roadway overflow through the sag area of the west bridge approach while the other alternate would not for each of the structure types.

ROADWAY OVERFLOW

A three-span structure with roadway overflow west of the bridge should have a 60-foot wide channel bottom and a normal waterway opening of 730 square feet (including the projected area of two assumed 1.5-foot wide wall-type piers) below the design highwater elevation of 302.7 feet (MSL). Along the upstream embankments, the highwater elevation would be 303.1 feet which includes 0.4 feet of backwater. Velocity through the structure is estimated to be 6-7± fps.

A single-span structure with vertical abutments and with roadway overflow west of the bridge should have a 74-foot wide channel bottom with a normal waterway opening of 720 square feet below the design highwater elevation of 302.7 feet (MSL). Along the upstream embankments, the highwater elevation would be 303.1 feet which includes 0.4 feet of backwater. Average velocity through the structure would be 6.0 fps.

Both of the alternates presented above would maintain the same upstream highwater. Raising the proposed gradeline through the west approach sag will reduce roadway overtopping to floods greater than the 11-year recurrence interval.

NO ROADWAY OVERFLOW

A three-span structure with no roadway overflow should have a 75-foot wide channel bottom with a normal waterway opening of 870 square feet (including the projected area of two assumed 1.5-foot wide wall-type piers) below the design highwater elevation of 302.7 feet (MSL). Along the upstream embankments, the highwater elevation would be 303.1 feet which included 0.4 feet of backwater. Velocity through the structure is estimated to be 6± fps and 7± fps along the westerly and easterly embankment slopes, respectively.

A single-span structure with vertical abutments and no roadway overflow should have an 86-foot wide channel bottom with a normal waterway opening of 840 square feet below the design highwater elevation of 302.7 feet (MSL). Along the upstream embankments, the highwater elevation would be 303.1 feet which includes 9.4 feet of backwater. Average velocity through the structure would be 6.0 fps.

Both of the alternates presented above would maintain the same upstream highwater and by raising the proposed gradeline through the west approach sag will reduce roadway overtopping to floods greater than the 25-year recurrence interval.

The following tabulation compares the existing structure to the proposed structures for the design flood.

	Backwater Elevations 25-yr Flood	Discharge Through Bridge	Discharge thru Bridge Approach Sag Area
Existing Structure w/ scour hole	303.1 ft.	3,310 cfs	1,840 cfs
Proposed Three-Span 60-foot bottom 1 1/2:1 slopes	303.1 ft.	4,250 cfs	900 cfs
Proposed Single-Span 74-foot bottom	303.1 ft.	4,250 cfs	900 cfs
Proposed Three-Span 75-foot bottom 1 1/2:1 slopes	303.1 ft.	5,150 cfs	0
Proposed Single-Span 86-foot bottom	303.1 ft.	5,150 cfs	0

To prevent the downstream constriction at the existing bridge site it is suggested that upon removal of the old bridge and abutments this remaining opening be excavated to and aligned with the easterly bankline. The excavation at the westerly abutment will have to be aligned to match the length selected for the proposed bridge.

RIPRAP

It is suggested that the fill slopes be protected with an 18-inch blanket of Class 100 loose riprap with a toe trench. A filter blanket will not be required.

GMF:ge
Attachment
cc: Frank Terpin w/att.
Walt Hart "
J. Davis "
Don Harwell "
D. Christensen "
H. Schell, FHWA "

PROJECT MANAGEMENT BRANCH
ASHE ☐ STE ☐
PLE ☐ RE ☐ [✓ PRE ☐]
JUL 7 1980
REFERRED TO ____
FOR ____
FILE: PM FA LG.

HYDRAULIC DATA

	DESIGN FLOOD	INTERMEDIATE REGIONAL FLOOD	MAXIMUM FLOOD YEAR (1964)
Discharge – cfs	5150	6800	4540
Discharge – m^3/s			
Frequency – yrs.	25	100	15
H.W. Elevation Natural Channel – ft.	302.7	303.7	301.7
H.W. Elevation Natural Channel – m.			
H.W. Elevation Channel Change – ft.			
H.W. Elevation Channel Change – m.			
Average Velocity – fps	6.0-7.2		
Average Velocity – mps			

NOTE FOR A CANAL: "DESIGN FLOOD" = Design Flow
"Discharge" = Capacity

REMARKS:

OREGON STATE HIGHWAY DIVISION
HYDRAULICS UNIT

GALES CREEK BRIDGE
PARSONS ROAD
WASHINGTON COUNTY

COMPILED BY: GENE M. FINLEY

DATE: JULY 1,1980

9254

STATE OF OREGON **INTEROFFICE MEMO**

ROW 12

TO: Ken Rolfe
Reg. R/W Supervisor
REGION 1

DATE: June 24, 1980

FROM: Adele L. Egan
R/W Office Unit Supervisor

SUBJECT: File 39972
Gales Creek (Parson Road) Bridge Sec.
County Road
Washington County

Attached are two copies of one revised Option form covering right of way to be acquired in connection with the Gales Creek (Parson Road) Bridge Section of Parson County Road in Washington County.

The Federal Aid Project Number is BROS-3400 (7).

Please appraise, complete Relocation computation and negotiate.

Enclosed for your information is a copy of the Revision Request.

We are attaching three prints of Map 1R-4-737 covering this area and bearing our date of June 24, 1980.

File No.	Name	Area
39972	Emil E. and Esther N. Jossy	0.42 ac.
		0.3 ac.

AC:nn
Enc. 1 Option, etc
cc: Ed Hardt/2 prints
Appraisal/1 print
F. Lowe
Title/1 print
A. Riveness/Exhibit
✓Don Harwell

HAL

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Recycled
Materials

Form E-363 (Revised)

9254

OREGON STATE HIGHWAY DEPARTMENT

LOCATING ENGINEER'S STATEMENT

Submit 2 Copies With Estimate

Prefix 234-1904 Highway Parson Road Section Gales Creek Bridge

Highway Class County Road Date May 2, 1980

Yes	No	N/A*	
			1. Are the following being submitted?
☐	☒	☐	a. Detail Map (Hard Copy).
☐	☒	☐	b. Small Scale Ownership Map.
☐	☒	☒	c. Abandonment Map.
☒	☐	☐	d. Vicinity Maps (PUC and Structures).
☐	☐	☒	e. RR Encroachment Maps and Cross Sections.
☐	☐	☒	f. Interchange Layout Sheets.
☒	☐	☐	g. Location Profile.
☒	☐	☐	h. Located Line Cross Sections.
☐	☒	☐	i. Mass Diagram.
☒	☐	☐	j. Earthwork and Other Calculations to Support Estimate.
☒	☐	☐	k. Field Notes.
☒	☐	☐	l. Coordinate Sheets.
☐	☒	☐	m. Clearing and Grubbing Chart.
☒	☐	☐	n. Report on Bench Mark Recoveries (Form E-369)
☐	☒	☐	(1) Description of Bench Mark (Form E-185).
☐	☒	☐	(2) Report on Condition of Bench Mark (Form E-186).
☐	☒	☐	o. Photostats of Deeds and Legal Instruments covering Ownerships.
☐	☒	☐	p. Copies of Maps, Plats and other necessary information for the preparation of R/W Descriptions.
☐	☒	☐	q. Property Appraisal and justifications for alternate facilities.
☐	☒	☐	r. Preliminary Soils and Material Report. - Too be submitted when available
☒	☐	☐	s. Statement of Source of Materials and Stockpile Site (Form E-368).
☐	☐	☒	t. Sketch Map of all Proposed Stockpile Sites, Gravel Pits and Quarries, with supporting data for Descriptions.
☐	☒	☐	u. Estimate for Movement of Utilities.
☒	☐	☐	v. Quantity Summary.
☒	☐	☐	w. Cost Estimate.
☒	☐	☐	x. Narrative Report of Survey.
☒	☐	☐	2. Have all traverses that are required for the preparation of Metes and Bounds Descriptions been closed?
☐	☐	☒	3. Have all required temporary easements been designated as to area, type and duration?
☐	☐	☐	4. Have you taken into consideration the mechanics and properties of the various types of soil encountered?
☐	☒	☒	5. Have samples of the surfacing materials been submitted for test by the Salem laboratory?
☐	☐	☒	6. Have you investigated drift conditions (snow and sand)?
☐	☒	☐	7. Are there slide conditions apparent?
☐	☐	☐	8. Have you been over this project with a Soils representative?
☒	☐	☐	9. Have you been over this project with a R/W representative?
			10. Has a typical section of the following been platted on the location profile?
☒	☐	☐	a. Roadbed Grading, with Surfacing.
☐	☐	☒	b. Retaining Walls.
☐	☐	☒	c. Slope Benching.
☐	☐	☒	d. Hand Placed Slopes.
☒	☐	☐	e. Rip Rap Work.
☐	☐	☒	f. Irrigation Ditches.
☐	☒	☐	g. Special Drainage Ditches. - Described in Construction note.
☒	☐	☐	h. Channel Changes.
☐	☐	☒	i. Flumes.
☐	☐	☒	j. Sidewalks, Curbs and Gutters.
☐	☐	☒	k. Tunnel (Drainage).
☐	☒	☐	11. Is relocation of a scale site necessary?
☐	☒	☐	12. Does this project involve construction of a frontage road?
☐	☒	☐	13. Will there be unusual difficulty in handling traffic during construction?
☒	☐	☐	14. Have all important alignment points been referenced?
☒	☐	☐	15. Have all location problems been discussed in the Narrative Report of Survey?

* Non Applicable

Signature ....
Locating Engineer

Address ....

9254 4-80

OREGON DEPARTMENT OF TRANSPORTATION
NARRATIVE REPORT
for
GALES CREEK BRIDGE #13211
PARSON ROAD
WASHINGTON COUNTY
PREFIX 234-1904

Earl C. Purdy, Resident Locating Engineer
April, 1980

The purpose of this survey is to prepare plans, specifications and cost estimate for the construction of a bridge over Gales Creek which would replace the existing one lane structure.

The project is located about 1 mile north of the community of Gales Creek in Township 1 North, Range 4 West, Sections 5 and 6.

HISTORY

The existing structure is a one lane Bailey Bridge which was placed over the remains of a log span structure in 1978. The original log span structure , erected in 1950, had become unsafe for vehicular traffic and plans to eliminate its use were made in 1966 when the Highway Division developed plans for a new crossing on re-located alignment about 400 feet upstream.

Due to a lack of funds and the relative low traffic volumes of 200 ADT the 1966 project did not reach the Right-of-Way acquisition phase so consequently was not constructed.

On January 5, 1979 the county submitted a Highway Bridge Replacement, Off Systems project request. This project request proposed using the 1966 planned alignment, with updating of plans to reflect physical changes in the terrain and modernized construction techniques. The project was classed as Catagory 3, non major.

On April 20, 1979 the FHWA reviewed the project assessment and although concurring on the Catagory 3, non major classification they recommended locating the new bridge immediately upstream from the existing structure considering the relative importance of the facility.

An interdepartment meeting was held February 20, 1980 to coordinate the efforts of the field survey, geology, hydraulics and design for this project and others. The result of the discussion concerning this project was the forming of a Technical Advisory Committee (TAC) consisting of FHWA, County and State personnel. The TAC meeting, held February 26, 1980 established that minimum standards as outlined in the A.A.S.H.O. publication "Design Guide For Local Roads And Streets" would be followed.

The location survey work began February 19, 1980 with preliminary investigation by office personnel into the 1966 location data, the projection of a minimum standard alignment, the formulation of reconnaissance estimates and the set-up of notes for field work. The field work which began March 24 involved retracing 1966 control points, staking L Line (1980 projection-min. standard) and running level lines. Contour data on the 1966 mapping was inadequate for the present alignment so contour and hydrologic measurements were taken to satisfy the Bridge Design requirement.

MAPPING AND CONTROL

The Parson Road centerline follows the line between Section 5 and 6. A station of 0+00 was assumed for the NE corner of Section 6 as it was in 1966. The L Line was then staked between station 20+00 (approximately 742 feet north of the bridge) to station 'L' 30+08.54 near the intersection of Parson Rd. and Balm Grove Rd. (about 300' west of the bridge). The profiles and cross sections were taken from the 'L' Line. The final alignment chosen, L^2 line is slightly different so allowances were made on the cross sections for the shifts.

L^2 line was needed because as it was learned after staking the L line that the South-Westerly terminous of the project did not coincide with or parallel the existing R/W centerline on Balm Grove Rd. (Balm Grove Rd. centerline follows the 1/4 Section line as per c.s. 13,528). The L^2 line terminates on Balm Grove Rd. parallel with and 5 feet north of the R/W centerline at station L^2 30+05.47, a point on the northerly extension of a north-south connecting road.

Coordinates used for map plotting are assumed as the relative importance of the project does not warrant tying to the Oregon Coordinate System.

Bearings are based on recorded county surveys, of which the points coincide with L^2 line control.

Vertical datum used is the 1947 adjustment to USC&GS line 100. A level circuit was run from bench mark Q 163 to the project site and a T.B.M. was set in a 30-inch maple tree near the southeast corner of the bridge.

HYDROLOGY

The Gales Creek basin above the Structure drains about 39 square miles of rural farm and forested land. (The Washington County Flood Plain study lists 33 square miles at the USGS stream gage near Gales Creek)①

The elevation of the bridge is 310 feet above MSL and the maximum elevation is 3,157 feet above MSL near Larch Mountain in the Coast Range about 10.5 airline miles northwest of the bridge site. According to the 1966 vicinity map the high water elevation, 1964 flood, is 301.5 at the bridge.

About 1,000 feet upstream from the bridge the Gales Creek channel widens from its usual 50-60 feet width to 220 feet with an exposed gravel bar in the center during periods of normal flow. The southeasterly flowing creek makes a 45° bend immediately upstream of the bridge and narrows rapidly to 46 feet in width at the structure.

Downstream the channel returns to its normal 60-90 feet width. About 800 feet downstream is a low concrete walled weir that is used during the summer months. Wooden head boards installed in the weir maintain a water level elevation of about 295.5.

There is evidence of scouring in the bottom of the channel under the bridge evidently caused by the constriction of the bridge approach fills and the eddying effect of the 45° bend immediately upstream.

At station L^2 29+00 the existing road dips below the extreme high water elevation. At high water elevation 301.5 about 130 feet of road is inundated to a depth of 0.5 foot by backwater from the damming effect of the structure approach fills.

① Mike Shoulders, USGS, explained that the 33 square miles drainage area refers to gaging station number 14-2040 which was located upstream from the community of Gales Creek and has been abandoned.

7

DESIGN STANDARDS AND PROPOSALS

Minimum design standards for a low volume rural road of this type were taken from the A.A.S.H.O. publication " Geometric Design Guide For Local Roads And Streets". Traffic volumes of 250 ADT present and 400 ADT projected by year 2000 prescribe the following minimum standards:

Design Speed-30 MPH (rolling)
Stopping Sight Distance-200 feet
(K=35 sag; 28 crest)
Maximum Grade-9%
Max. Degree Curve-25
Max. Superelevation-0.10'/Ft.
Runoff-180'
Surfacing Width-22 feet
Graded Shoulder Width-4 feet
Structure width-pavement plus 4 feet

The proposed roadway section as per the project request calls for a 12 foot lane and a 2 foot paved shoulder in each direction. The surfacing thickness requires a 6-foot wide aggregate slope area to maintain a 3:1 slope.

The base design by Clarence Gregg, Surfacing Design Engineer, is for 16 inches of crushed aggregate subbase, 4 inches of Asphaltic Concrete wearing surface and base course and a final stage (future) A.C. wearing surface of 1.5 inches.

Fill slopes of 1-1/2:1 were used to minimize earthwork quantities, R/W taken and Structure length. Class 100 riprap, 2 feet thick, is proposed as a part of the embankment to prevent erosion.

Gravel surfaced approaches are proposed for the three agricultural approaches effected by the construction. The approach to the Premo residence and the James property left of station 26+42 should be paved to prevent loose gravel accumulating on the supered roadway at the structure.

Reshaping in the channel is necessary primarily to relieve the existing approach fill constriction and to provide a uniform alignment to the left bank after the new approach fill is constructed.

MATERIALS AND GEOLOGY

Commercial sources are indicated for a project of this scope. About 1,720 tons of crushed aggregate, 383 tons of Class 'B' Asphalt Concrete , and 560 C.Y. of Class 100 riprap are needed.

A partial list of possible commercial sources will accompany the Geology Report which is unavailable at this writing. (The Geology Report will be forwarded when received for insertion in this estimate data). For foundation data refer to 1966 Survey and estimate data.

The riprap quantities needed will be slightly reduced if the contractor finds it feasible to use the existing concrete abutments for riprap use.

UTILITIES

Utilities encountered in the work area are Portland General Electric Co. poles and General

Telephone Co. of the Northwest underground and aerial lines.

One PGE pole needs to be moved left of station 27+00 near the east end of the existing bridge.

The underground telephone cable between station 23+75 right, and station 27+00 left, probably will require lowering. GTE has requested that the bridge design include a 2-inch conduit for the cable so they could locate entirely underground between station 24+25, pole no. 242, and station 29+62, pole no. 238. The present GTE facility is completely underground except for the spanning of the creek where the line becomes aerial between pole #238 and pole #239.

RIGHT OF WAY

The acquisition of one parcel of right of way totaling 14,400 square feet is required. In addition 15,572 square feet of permanent easement is needed which is for the channel work.

The county will be responsible for acquiring the needed R/W.

For R/W cost estimate refer to Right of Way memo following this report.

SPECIAL PROVISIONS

(Item No. 2) TEMPORARY PROTECTION AND DIRECTION OF TRAFFIC (TPDT)

The county has requested that existing traffic be maintained during construction, therefore removal of the old bridge must be done after completion of the new.

The low volume traffic (240 ADT) will permit flagmen controlled construction operations for the roadbed grading and surfacing. New graded or surfaced areas will have to be periodically smoothed by the equipment for safe vehicular movement through the work area.

The earthwork quantities are such that adequate quantities are available to complete the new bridge approach fills before major excavating in the existing road is necessary.

Erection of the new bridge can be done with little or no flagging as it is separated from the existing road.

Dust control by sprinkling will be necessary as two residences are near the work area.

(Item No. 6) CLEARING AND GRUBBING

Most of the clearing on the job is the removal of grass, briars and small stream bank and fence row brush. The tree left of station 28+30 falls within the fill slope but it is recommended to fill around the trunk (1-2') as this tree provides screening for the Balm Grove Park. A small 8-inch fir right of station 25+30 must be removed but the 14-inch fir right of station 25+70 on the creek bank should be left in place-the work should be done around the tree.

(Item No. 7) REMOVAL OF STRUCTURES AND OBSTRUCTIONS

The removal work consists of removing about 150 L.F. of wire fence, 50 L.F. of guard rail, several small signs and the concrete bridge abutments. The bridge abutments can be broken and used for riprap on the job, but must be done after opening the new bridge to traffic (See item no. 2).

(Item No. 8) BRIDGE REMOVAL

The county has requested they be permitted to remove the existing Bailey bridge so they can salvage it for use elsewhere. Below the Bailey bridge is the original log span timber structure which consists of four 24-inch (±) log spans and the layers of wooden decking. The contract item would involve the original timber span and anything left by the county.

(Item No. 10) GENERAL EXCAVATION

The construction of the north bridge approach fills into the existing old channel area so so channel realignment upstream is proposed to provide a uniform bank. The uniform bank, protected by riprap, is recommended for protection of the approach fill during periods of high flow. The channel work, about 1000 C.Y. is included in the "General Excavation" item. The excavated material upstream from the existing bridge is to be used for a part of the approach fill, left bank, as well as to restore a slope to the existing vertical stream bank. Actual excavating in the stream should be limited to the quantities needed for the above stream bank and approach fills to minimize the disruption of fish habitat.

(Item No. 23) EXTRA FOR ASPHALT APPROACHES

This item covers the road approach left of station 26+42 and the road connection at station 29+50.

(Item No. 26) ROADSIDE SEEDING AND MULCHING

The area of the seeding and mulching was not calculated as it is considerably less than one acre.

The lump sum item of $1,000 is **based** on a minimum charge for a one acre application.

In the event that construction scheduling requires the project to be postponed for a lengthly period it is possible that temporary erosion control would be necessary. In that event the "lump sum" would be pro-rated as necessary.

EXTRA WORK

State Force orders are included for permanent signs and striping. The signs needed will be the stream identification and warning signs for the curve. The Striping can be postponed until crews are in the area as the existing road is not striped.

Fence work which would be done by a county crew is included but it is not known if fence work will actually be needed until the county negotiates with the property owner. The existing fence does not hold livestock as it is open south of station 25+00 right, and right of station 28+88 at the approach.

QUANTITY SUMMARY AND ESTIMATE OF COSTS

Section Gales Creek (Parson Road) Bridge County Washington Prefix 2341904
Length 0.12 Designer E.C. Purdy Res. Loc. Engr. Date April 1980

Grading and Surfacing Items

Item	Unit	Net	10 % Allow	Gross	Price	Amount
1 Mobilization		(10%)				$ 20,000
2 Temporary Protection and Direction of Traffic		(1 %)				2,000
3 Temporary Signs	S.F.	111		111	$ 6.00	666
4 Temporary Barricades	Each	8	2	10	115.00	1,150
5 Flagmen	Hour	188	12	200	24.00	4,800
6 Clearing and Grubbing	L.S.					2,000
7 Removal of Structures & Obstructions	L.S.					1,500
8 Bridge Removal Work	L.S.					4,000
9 Ditch Excavation	C.Y.	15		15	10.00	150
10 General Excavation	C.Y.	2,118	82	2,200	6.00	13,200
11 Trench Excavation	C.Y.	23		23	10.00	230
12 Finishing Roadbed & Slopes	L.S.					1,000
13 Watering	M-Gal	36		36	15.00	540
14 Course Aggregate Base	Ton	1,719	1	1,720	10.00	17,200
15 Class"B" Asphalt Concrete	Ton	383		383	45.00	17,235
16 3/4"-0 " Aggregates In Prime Coat	C.Y.	12	1	13	20.00	260
17 RC-250 Asphalt in Prime Coat	Ton	2.3		2.3	500.00	1,150
18 12-inch Culvert Pipe	L.F.	140		140	15.00	2,100
19 Guard Rail, Type 2A	L.F.	175		175	20.00	3,500
20 Guard Rail, Type 3	L.F.	100		100	30.00	3,000
21 Guard Rail Anchor, Type 1	Each	3		3	350.00	1,050
22 Guard Rail End Piece, Type 'C'	Each	3		3	160.00	480
23 Extra for Asphalt Approaches	Each	2		2	200.00	400
24 Loose Riprap, Class 100	C.Y.	559	1	560	20.00	11,200
25 Delineators	Each	16		16	25.00	400
26 Roadside Seeding and Mulching	L.S.					1,000
27 Structure	L.S.					115,000

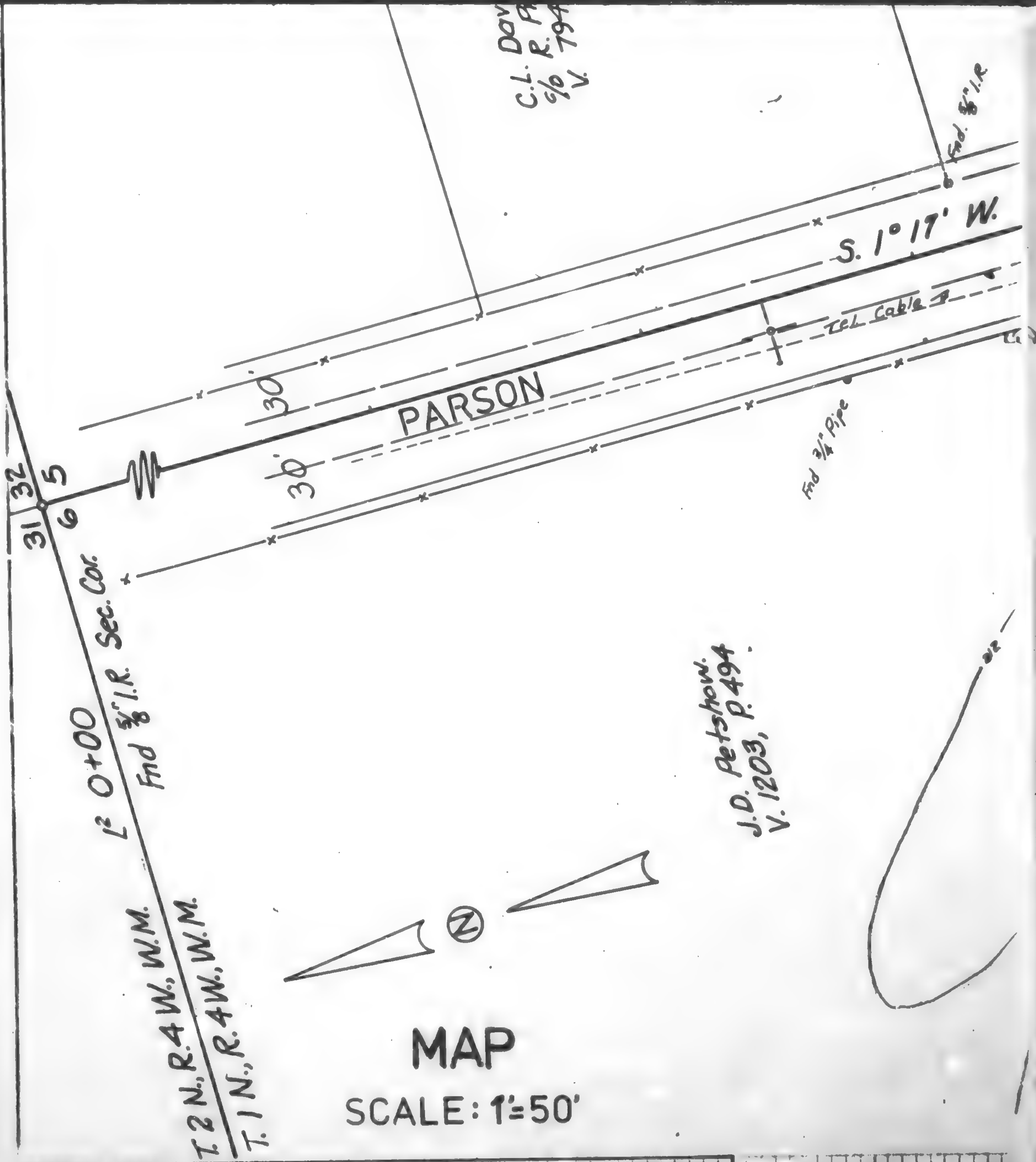
Subtotal (Contract Items) -- 225,211

Extra Work:

Permanent Signs	(SFO)	$200	
Permanent Striping	(SFO)	400	
Type 2 Fence	(County)	600	
Total		1,200	1,200

Engineering And Contingencies (25%) -- 56,589
R/W (County) -- 400

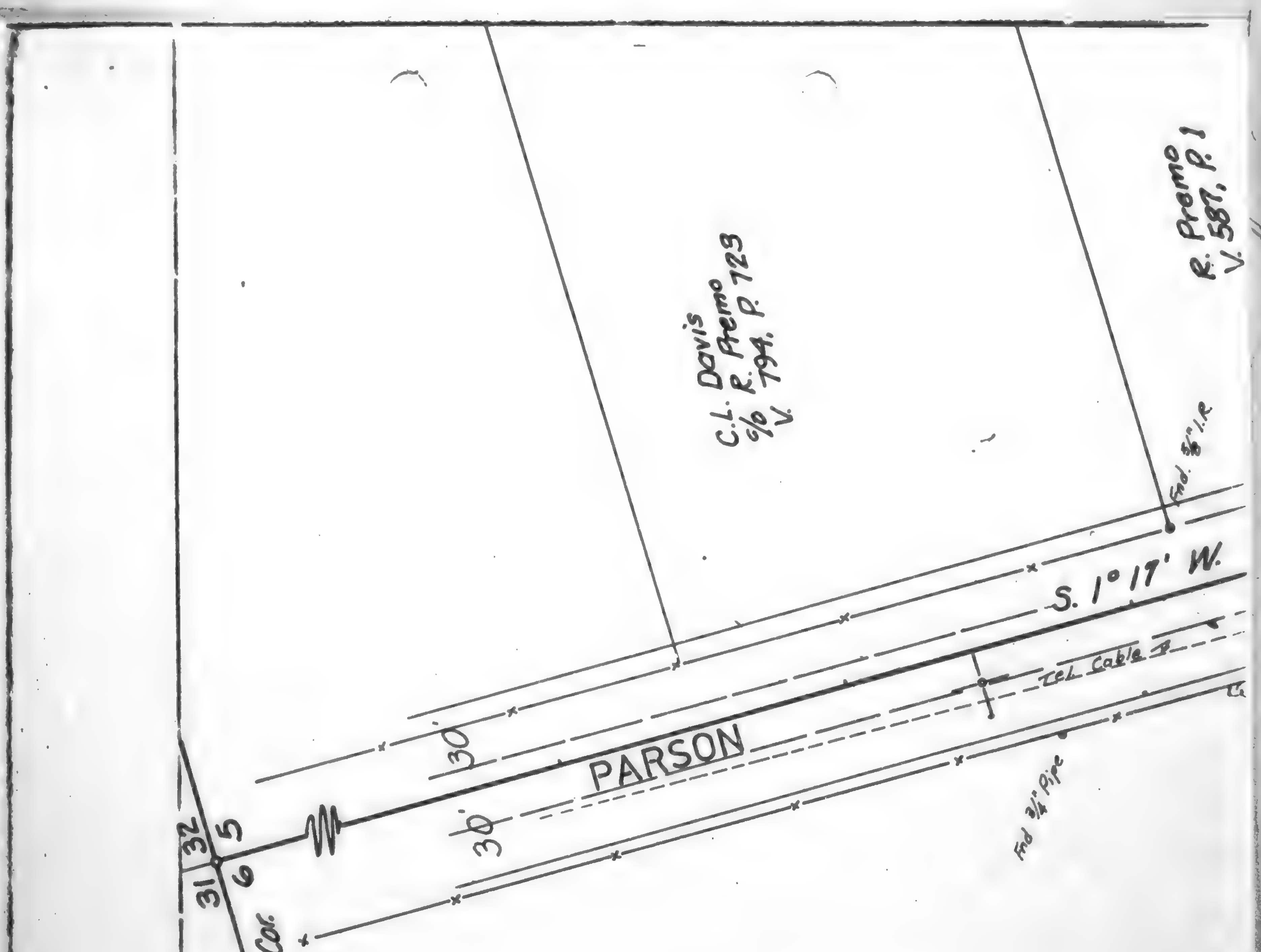
$283,400.00


C.L. Dav
c/o R. P
V. 79
Fnd. 5/8" I.R.
S. 1° 17' W.
Tel. Cable
PARSON
30'
30'
32
31
5
6
Fnd 3/4" Pipe
Fnd 5/8" I.R. Sec. Cor.
L² 0+00
J.D. Petshow.
V. 1203, P. 494
T. 2 N., R. 4 W., W.M.
T. 1 N., R. 4 W., W.M.
N

MAP

SCALE: 1"=50'

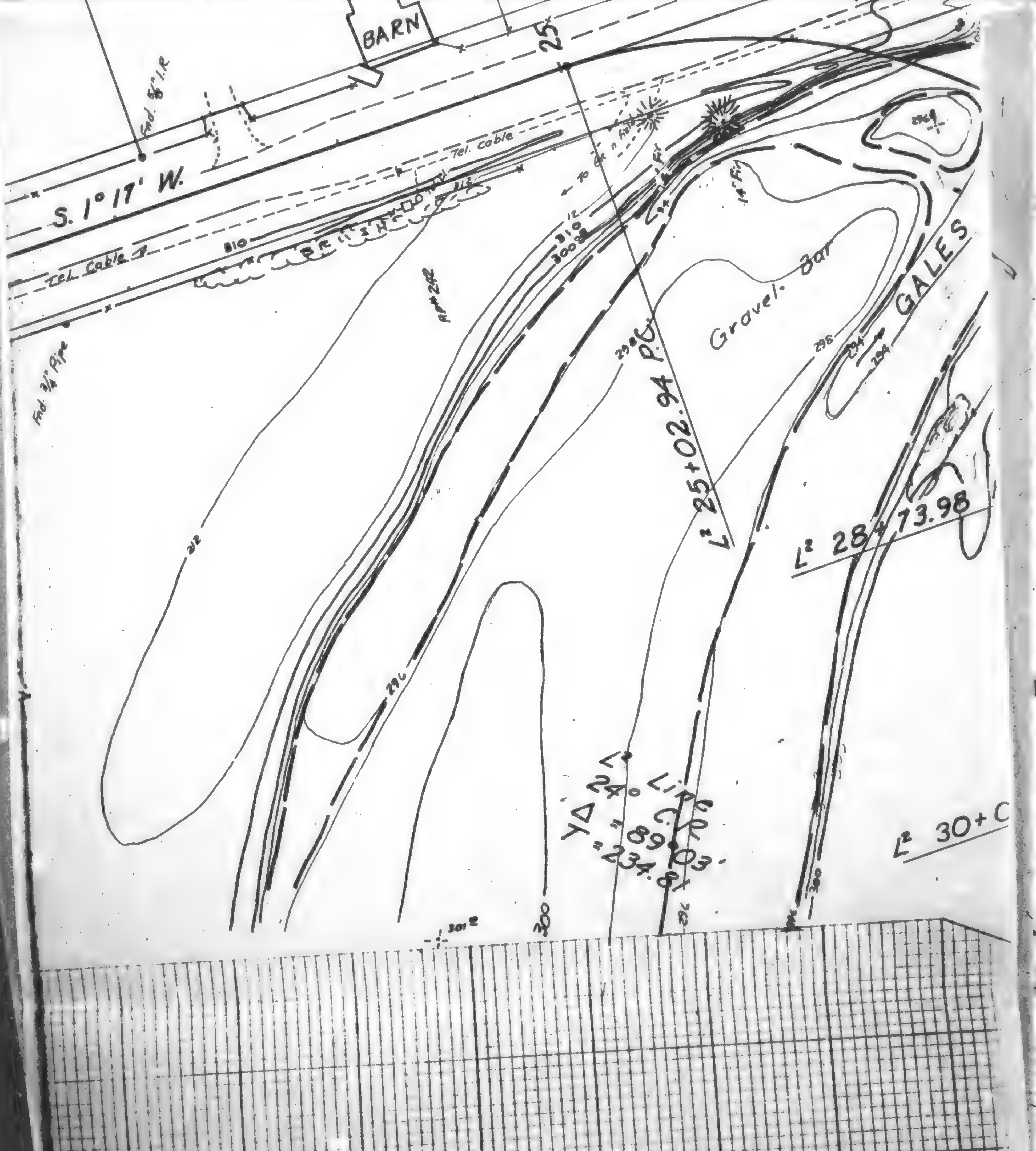
T.B.M. Elevation 310.30
Railroad spike in base of 30-inch maple tree about 50 feet southwest of the 1/4 corner.

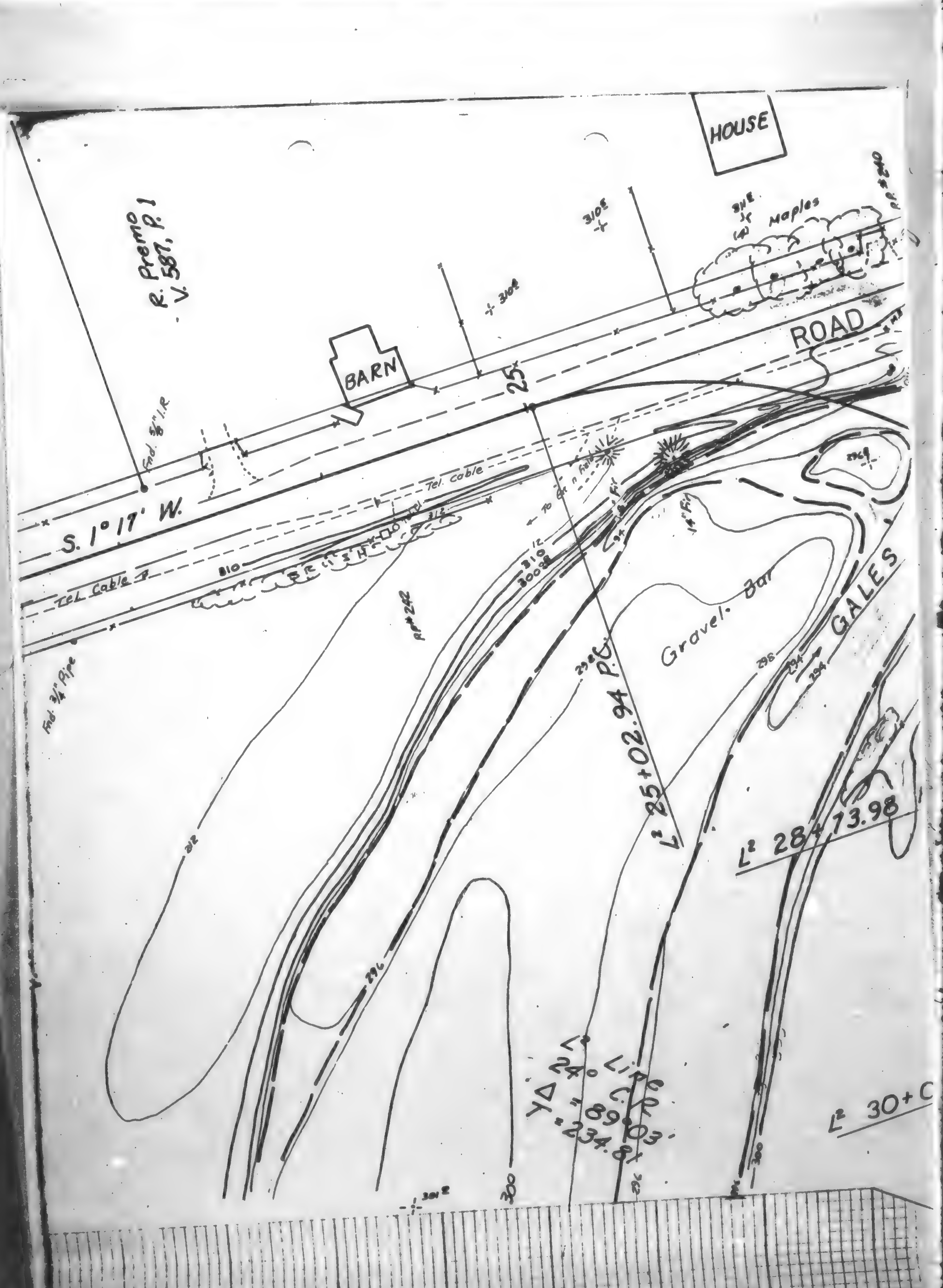

C.L. Davis
c/o R. Premo
V. 794, P. 723
R. Premo
V. 587, P. 1
Fnd. 5/8" I.R
S. 1° 17' W.
Tel. Cable
PARSON
30'
30'
32
5
31
6
Fnd 3/4" Pipe
Fnd 5/8" I.R Sec. Cor.
℄ 0+00
J.D. Petshow.
V. 1203, P. 494.
N
T. 2 N., R. 4 W., W.M.
T. 1 N., R. 4 W., W.M.

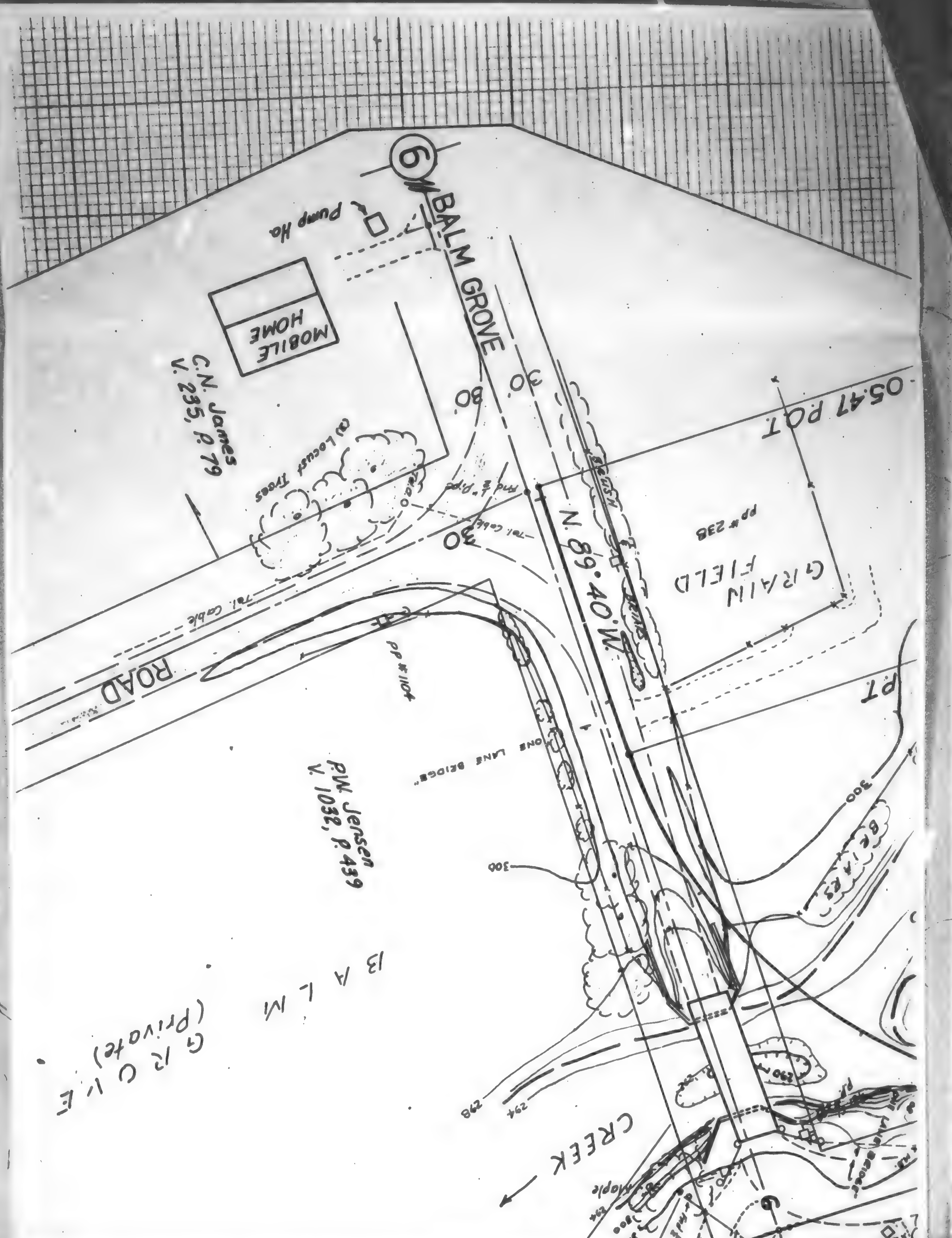
MAP

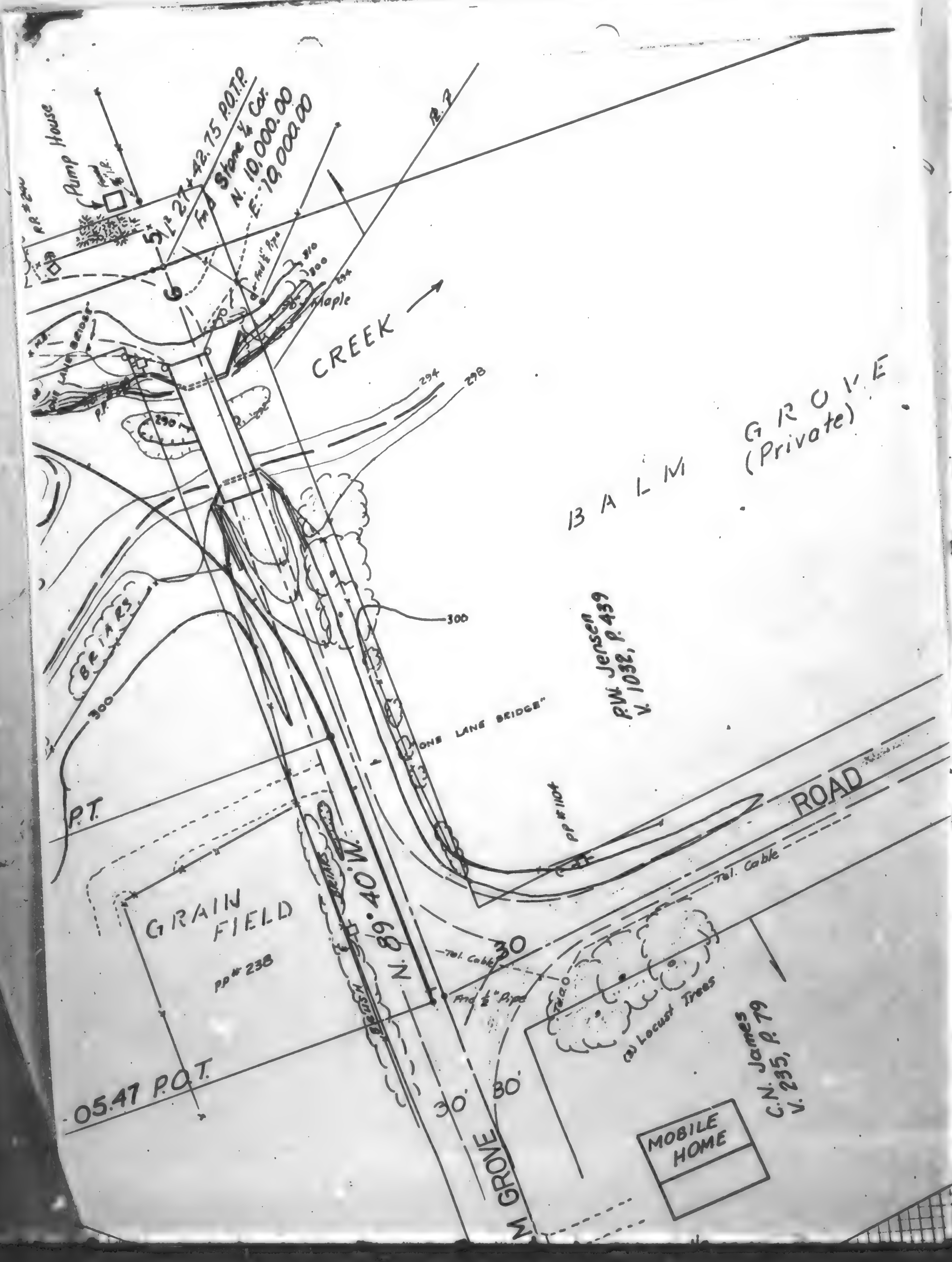
SCALE: 1"=50'

T.B.M. Elevation 310.30
Railroad spike in base of 30-inch
maple tree about 50 feet south-


BARN
25
Fnd. 5/8" I.R.
S. 1° 17' W.
Tel. Cable
TEL Cable
810
312
310
300
12
294
BRUSH
RM 292
Fnd. 3/4" Pipe
To
14" Fir
296
298
Gravel Bar
GALES
294
L² 25+02.94 P.C.
L² 28+73.98
312
296
L² 24° Lipe C.R.
Δ = 89° 03'
T = 234.81
L² 30+C
300
301.2
298
300


HOUSE
Maples
R. Premo
V. 587, P. 1
BARN
ROAD
25
Fnd. 5/8" I.R.
S. 1° 17' W.
Tel. Cable
Tel. Cable
To Gra n Field
Fnd. 3/4" Pipe
Gravel Bar
GALES
L² 25+02.94 P.C.
L² 28+73.98
L² Line
24° C.P.
Δ = 89° 03'
T = 234.8'
L² 30+0
300
312
310
296
294
300


6
BALM GROVE
Pump Ho.
MOBILE HOME
C.N. James
V. 235, P. 79
Locust Trees
80'
30'
30'
Tel. Cable
BRUSH
N. 89°40' W.
05.47 P.O.T.
GRAIN FIELD
PP # 238
P.T.
ROAD
PP # 1104
ONE LANE BRIDGE
P.W. Jensen
V. 1032, P. 439
300
BRIARS
BALM GROVE
(Private)
CREEK
292
294
298
Maple


Pump House
Fnd ⅝" I.R.
RR # 240
Sta 27+42.75 P.O.T.P.
Fnd Stone ¼ Cor.
N. 10,000.00
E. 10,000.00
Fnd ½" Pipe
310
300
294
Maple
CREEK
294
298
BALM GROVE
(Private)
290
BRIARS
300
300
"ONE LANE BRIDGE"
P.W. Jensen
V. 1032, P. 439
P.T.
ROAD
PP # 1104
Tel. Cable
GRAIN
FIELD
PP # 238
BRUSH
N. 89°40'W.
30
Tel. Cable
Fnd ½" Pipe
(3) Locust Trees
C.N. James
V. 235, P. 79
05.47 P.O.T.
30'
30'
MOBILE
HOME
M GROVE

OREGON STATE HIGHWAY DIVISION

DATE: 3-24-80

ADVANCE DEPOSIT TRANSFER TO HIGHWAY FUND

TRANSFER NO.: CC 2037

CODE	ACCT. NO	INVOICE NO.	DEPOSITOR (& FAP NO.)	ADVANCE DEPOSIT PRIOR BAL.		ADVANCE DEPOSIT NEW BAL.		CREDIT DISTRIBUTION PREFIX	FCT	SUB FCT	OBJ	P/N GRP	AMOUNT (ALL DRS. TO SUBS. LEDGER)	
ASHLANC	242.00	2584	ASHLAND, City of M-3920(4)	9,600	00	2,000	00	315-1956	295	00	000	9N	7,600	00
CLACKAC		1899	CLACKAMAS CO. M-9718(2)&IX 9718(4)	13,000	00	2,600	00	303-1012	297	00	000	9N	10,400	00
CLACKAC		2228	CLACKAMAS CO. IX-9698(1)	5,900	00	1,200	00	203-1013	297	00	000	9N	4,700	00
LAKEOSW		2568	Lake Oswego, City of BROS 0303(1)	3,400	00	700	00	303-1916	295	00	000	9N	2,700	00
NORTHBC		2580	North Bend, City of M-TOM 2691(3)	23,500	00	4,700	00	306-1065	295	00	000	9N	18,800	[illegible]
WASHINC		2581	WASHINGTON CO. BROS 3400(5)	2,720	00	550	00	234-1906	297	00	000	9N	2,170	00
WASHINC	GALES Co.	2582	WASHINGTON CO. BROS 3400(7)	4,520	00	900	00	234-1904	297	00	000	9N	3,620	00
WASHINC		2583	WASHINGTON CO. BROS 3400(6)	3,160	00	650	00	234-1907	297	00	000	9N	2,510	00
WASHINC		2585	WASHINGTON CO. IX 9207 (2)	46,400	00	9,300	00	234-1042	297	00	000	9N	37,100	00
WASHINC		2586	WASHINGTON CO. M 0000(13)	27,700	00	5,500	00	334-1040	297	00	000	9N	22,200	00
PORTLAC		2579	PORTLAND, City of IX-9926 (4)	42,750	00	8,500	00	326-1978	295	00	000	9N	34,250	00
PORTLAC		2571	PORTLAND, City of IX-9565 (9) R/W	37,500	00	7,500	00		295	00	000	9N	30,000	00

PREPARED BY: Fred Hildebrandt

APPROVED: ____________

ADVANCE DEPOSIT CHECK NO. ____________ TO "OREGON STATE HIGHWAY DIVISION"

GRAND TOTAL $176,050.00

FORM 734-1774 (4/79)

9254

Form E-39 (Rev. 9-71)

PLANNING FILE NO.______

OREGON STATE HIGHWAY DIVISION

AUTHORITY FOR SURVEY

Section: Gales Creek (Parson Road) Bridge #13211

Highway: Parson Road (Off-System)

County: Washington

Date: March 26, 1980

Authorization No. [redacted]

Survey Prefix: 234-1904 (Assigned by Salem office)

Description of termini, route, length, etc.:
Bridge is located over Gales Creek on Parson Road, approximately 1000 feet northerly of Gales Creek Hwy. and one mile from the community of Gales Cr.

Proposed:
Remove existing bridge; construct concrete slab bridge on new alignment; construct new approaches.

Purpose of survey:
State to perform field survey, prepare plans, specifications and estimate.

County to purchase R/W

Free county bridge design applies to this project as specified by ORS 369.210.

Estimated Construction Cost: $230,000

Estimate of cost:

Funding - SBR off-system

Category - 3

Estimate of Cost		
Field Survey	(901)	9,000
Citizen Participation	(902)	
City or County	(903)	
Consultant	(904)	
Final Design	(905)	2,000
Bridge Design	(906)	
Preliminary Design	(907)	
R/W Description	(909)	1,000
Soils & Geology	(910)	200
Traffic	(911)	
Landscape	(912)	
Liaison R/W	(913)	1,000
Utility	(914)	200
Photogrammetry	(916)	
Location Studies	(918)	600
Engineering Graphics	(919)	
Project Management	(920)	200
Specifications	(921)	1,000
Administrative Services	(922)	200
Environmental	(923)	200
Air Quality Monitoring	(925)	
Foundation Exploration	(926)	600
Seminars	(950)	
Hearings	(980)	
Equal Opportunity	(985)	
Advisory Committees	(986)	
Free Bridge Design	(927)	5,000

Total estimated cost of survey	$21,200
Previous authorization	16,800
Additional authorization requested	4,200
Additional authorization approved (Salem)	
Total all authorizations approved (Salem)	

RECEIVED
APR 16 1980
LOCATION SECTION

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

Requests made by:
Curtis H. Duval
CURTIS H. DUVAL, Metro Location Engineer

Recommended for Approval:
MAX J. KLOTZ, Metro Technical Services Engineer

Recommended for Approval:
Frank E. Pergin
Location Engineer

Approved:
Assistant State Highway Engineer

SP?-[illegible]

9254 1-18-80 2.

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.: B -3400(7)

STATE PROJECT NO.: See below

COUNTY NAME: Washington

PROGRAM STAGE (Check): ☐ 1. ☐ 2.

PROGRAM NO.:

ITEM NO.: 00041

FROM:

G. L. Green, Division Administrator
Salem, Oregon

TO:

Mr. H. S. Coulter
State Highway Engineer
Salem, Oregon

RECEIVED
STATE HWY ENGR
JAN 22 '80
REFER TO [illegible]
FOR
Info | Inves | [illegible] | [illegible] | Sign | Act | File

1-22 [illegible]

DATE PS&E APPROVED 1-18-80	DATE AUTHORIZATION EFFECTIVE 1-18-80	FEDERAL ROUTE NUMBER Non Federal-aid
		STATE ROUTE NUMBER County Road

GENERAL LOCATION:

Gales Creek (Parson Road) Bridge Section

GENERAL DESCRIPTION OF WORK:

Preliminary Engineering, Right of Way, Grade, pave and one structure.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY

PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☒ PREPARATION TEC $27,600 with Federal participation limited to $22,080.

☒ OTHER *(Specify)* Includes utility preparatory work and archeological salvage

TEC $7,500 - F.F. limited to $6,000
☒ ACQUISITION OF RIGHT-OF-WAY

☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS Federal participation in right of way acquisition is limited to that right of way actually incorporated in the final location.

As requested in Mr. Swan's 1-3-80 letter you are authorized to proceed with actions necessary to advance the physical construction provided for by the above project at a total estimated cost of $215,000 Federal funds $172,320 in accordance with the provisions of your approved Secondary Road Plan. If you subsequently find that exceptions to the procedure will be needed or that your proposed design standards for this project are lower than the minimum design standards as approved May 13, 1970, this office should be notified of such proposed exceptions and reasons thereof.

DATE 1-18-80	SIGNATURE OF APPROVING OFFICIAL G. K. [illegible]	TITLE for Division Administrator

FORM PR-1240 (REV. 6-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1970-721-918

9254

January 8, 1980

PRO 6

Washington County
150 First Street, Room 418
Hillsboro, Oregon 97123

Attn: John Crockett
Director of Public Works

Gentlemen:

We have submitted a program to the Federal Highway Administration for approval of the preliminary engineering phase of the Gales Creek (Famson Road) Bridge Section.

Financial sharing of the preliminary engineering is:

Total P.E.	$27,600.00
Federal Funds	22,080.00
Balance	$ 5,520.00
LOCAL SHARE	$ 4,520.00

Please make your check in the amount of $4,520.00, payable to the Oregon State Highway Division and send it to Highway Accounting, Room 434, Transportation Building, Salem, Oregon 97310.

Very truly yours,

ORIGINAL SIGNED BY
D. E. SWAN

D. E. Swan
Operation Programming Engineer

FWH:pf

bcc w/AD # 714: Vern Skoog - Please return completed AD # 714
when check is received.
Region M Federal Aid Engineer, Jon Rose

9254

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

January 3, 1980

In Reply Refer to
File No.:

PRO 6-2

TO: G. L. Green, Division Administrator
Federal Highway Administration

FROM: D. E. Swan
Operation Programming Engineer

SUBJECT: Project Data Submission
Item No. BROS-3400(7)
Gales Cr.(Parson Rd.)Bridge Section
Washington County

Enclosed is data consisting of PR-1 and sketch map for the subject project.

I hereby request the following:

1) Authorization to proceed with all phases of preliminary engineering including utility preparatory work and archeological salvage at an estimated total cost of $27,600 with an obligation of $22,080 in federal funds.

2) Authorization to proceed with the actual acquisition of right-of-way all phases at an estimated total cost of $7,500 with an obligational authority of $6,000 in federal funds. No relocation assistance is involved.

3) Authorization for construction at an estimated total cost of $215,400 with an obligation of $172,320 in federal funds.

A copy of the State Clearinghouse A-95 review letter of approval has been previously forwarded.

CL:fkc
Attachments

cc: M. Klotz
H. Reynoldson ✓

Form 734-3122

Budget Bureau No. 41-R2

FORM PR-1 (REV. 4-61)

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O. 1-3-80

CARD 2	REPORT NUMBER (19) (20)	PROJECT LOCATION (45 typewriter spaces) 21 Co. Rd.,Approx. 5 mi. S.W. of Banks 65	ADT	PRESENT DHV 25 240	FUTURE (66) (70) --	YEAR (71) (72) --	REGION 10	STATE NAME Oregon

CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) 28 P.E. ROW, Gr. P & Str. 62	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)	PROJECT NUMBER PREFIX LETTER(S) 14 BROS 23	NUMBER 7 3400

CLASS OF FEDERAL FUNDS: Bridge Replacement (Off System)

NAME OF URBAN AREA 17-31: --

COUNTY NAME: Washington

ROUTE NO. N — FEDERAL-AID: Non (32) — STATE: Co. Rd. (36) (37) — U.S. --

ESTIMATED PROJECT COST BY PHASES

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	CLASS	WORK TYPE	WORK STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS
1	(14-15)	(16	41	42	43 46	53		(54) (58)	(59) (66)	(67) (76)		
5					PE			0.17	27,600	22,080	1,000	4,520 (C
5					ROW		"Gales Cr.(Parson Rd.) Bridge Section"	0.17	7,500	6,000	---	1,500(Co
5					CONST (CODE) X080 6201			0.17	215,400	172,320	---	43,080(Co

CARD 1	CODE	PREPARED BY CL	PROJECT TOTALS	0.17	250,500	200,400	1,000	49,100 (
1	14	PROGRAM APPROVAL DATES 10-4-79			(16) (23)	(24) (33)	REMARKS	

Budget Bureau No. 41-R2067; Approval Expires February 28, 19

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FORM PR-1
(REV. 4-61)

1-3-80

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

OCATION (45 typewriter spaces)
, Approx. 5 mi. S.W. of Banks

ADT	PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
	DHV 25 240	--	--	10	Oregon	41	117	00041

(35 typewriter	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PREFIX LETTER(S)	NUMBER	SEQ. NO.	POST MI.	DESIG.
r.								BROS	3400 (7)			

PROJECT NUMBER — I. Projects Only

Bridge Replacement (Off System)

--

COUNTY NAME: Washington — CODE 067

ROUTE NO. N — FEDERAL-AID: Non — STATE: Co. Rd. — U.S.: --

PROGRAM STAGE ☐ 1 OR ☐ 2

PE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
		"Gales Cr. (Parson Rd.) Bridge Section"	0.17.	27,600	22,080	1,000	4,520 (Co.)	ROW-60'normal; Access Control-None; Parking Restrictions- Partial.
V			0.17	7,500	6,000	---	1,500 (Co.)	
ST			0.17	215,400	172,320	---	43,080 (Co.)	
	CL	PROJECT TOTALS	0.17	250,500	200,400	1,000	49,100 (Co.)	

ESTIMATED PROJECT COST BY PHASES

L DATES 10-4-79

REMARKS

- over -

USCOMM DUSCOMM-DC 48905-P61

Gales Cr. (Parson Rd.) Bridge Section
Project No. BROS-3400(7)

Existing Facility: Gales Creek bridge is a 47 foot log stringer with timber deck with a Bailey bridge placed over it to provide for one-way traffic. Horizontal clearance of 12.5 feet.

Adjacent Section: Roadway consists of 18 foot oil surface with no shoulders.

Project Data: Work under this project consists of the following:
1) Preliminary engineering all phases including utility preparation work and archeological salvage.
2) Right-of-way acquisition all phases
3) Construct 110 foot reinforced concrete precast slab span bridge (#13211) on revised alignment with horizontal clearance of 28 feet.
4) Grade & pave roadway approaches. Adjustment of utilities as required.

System Action, Airports, Railroads, Water Developments, Historical and Recreational Areas: None involved

FHPM 4-1-4 Requirements: State and District 2 Clearinghouse A-95 review letters of Approval dated December 11, 1979 and December 20, 1979 respectively.

FHPM 7-7-2 Requirements: Nonmajor Action project concurred in by FHWA on April 20, 1979.

FHPM 7-7-5 Requirements:
a) Public Hearings -- Not required under Oregon Action Plan
b) Location/Design -- Not a factor in the development of this project.

Exceptions to Minimum Design Standards: None anticipated

Data for PR-37:

Type Code X080	- -	$145,400
Type Code 6201	--	$ 70,000

Note:
1) This project is in Congressional District No. 1
2) No relocation assistance involved.
3) Included in FY 80 AP in table of Projected Federal Fund Obligations and Balances for Fiscal 1980 Program.

92521

2.

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
Room 306, State Library Building
Salem, Oregon 97310, Phone: 378-3732
Toll Free Number - 1-800-452-7813

STATE A-95 REVIEW CONCLUSIONS

NOTED
H. S. COULTER

APPLICANT: OR DOT HWY DIV

PROJECT TITLE: Parson Rd (Gales Creek) Bridge

WASH

DATE: December 11, 1979

The state has reviewed your project and reached the following conclusions:

- ☒ No significant conflict with the plans, policies or programs of state government have been identified ~~and your proposal is endorsed as presented~~.
- ☒ Relevant comments of state agencies are attached and should be considered in the final design of your proposal.
- ☐ Potential conflicts with the plans and programs of the state agency(s) have been satisfactorily resolved. No significant issues remain.
- ☐ Significant conflicts with the plans, policies or programs of state government have been identified and remain unresolved. The final proposal has been reviewed and the final comments and recommendations of the state are attached.

RECEIVED
STATE HWY ENGR
DEC 18 '79
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File
						✓

Attachment
cc: G. L. Green
H. S. Coulter
F. E. Terpin
J. B. Boyd
J. H. Versteeg
Gary Potter
W. J. Hart
Aeronatics Division
Eng.Reg M-1 R.N.BOthman
Dist 2 End - W.W.Geibel

NOTICE TO FEDERAL AGENCY

The following is the officially assigned State Identifier Number:

7911 2 450

This number should be used on all correspondence and particularly on SF 240 as required by OMB A-98.

11-12-79
BEN GIFFORD

A copy of this notification and attachments, if any, must accompany your application to the federal agency as required by OMB A-95. Comments of the appropriate local reviewing agencies will be submitted to you separately and must also be included.

PNRS # 2

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
Room 306, State Library Building
Salem, Oregon 97310, Phone: 378-3732

PNRS STATE REVIEW

Project #: 7911 2 450 Due Date: DEC [illegible]7 1979

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have comment and the file will be closed

---

PROGRAM REVIEW AND COMMENT

To State Clearinghouse: We have reviewed the subject Notice and have reached the following conclusions on its relationship to our plans and programs:

( ) It has no adverse effect.

( ) We have no comment.

( ) Effects, although measurable, would be acceptable.

( ) It has adverse effects. (Explain in Remarks Section)

( ) We are interested but require more information to evaluate the proposal. (Explain in Remarks Section)

(x) Please coordinate the implementation of the proposal with us.

( ) Additional comments for project improvement. (Attach if necessary)

REMARKS (Please type or print legibly)

The Oregon Department of Fish and Wildlife has no objection to this funding request. However, we do need to review the detailed site plans for the proposed project.

The review of the detailed plans should be coordinated with our district fish biologist, Jay Massey. He can be contacted at 17330 S.E. Evelyn Street, Clackamas, Oregon 97015, telephone number 657-2041.

Agency Fish & Wildlife By James A. [illegible]

12/3/79 Environmental Management Sec.

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

RECEIVED
NOV 1 9 1979
STATE SOIL AND WATER
CONSERVATION COMMISSION

Intergovernmental Relations Division
Room 306, State Library Building
Salem, Oregon 97310, Phone: 378-3732

PNRS STATE REVIEW

Project #: 7911 2 450 Due Date: [illegible]

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have comment and the file will be closed

Washington - Dept. of Transportation

PROGRAM REVIEW AND COMMENT

To State Clearinghouse: We have reviewed the subject Notice and have reached the following conclusions on its relationship to our plans and programs:

- ( ) It has no adverse effect.
- ( ) We have no comment.
- ( ) Effects, although measurable, would be acceptable.
- ( ) It has adverse effects. (Explain in Remarks Section)
- (X) We are interested but require more information to evaluate the proposal. (Explain in Remarks Section)
- (X) Please coordinate the implementation of the proposal with us.
- ( ) Additional comments for project improvement. (Attach if necessary)

REMARKS (Please type or print legibly)

Area involved has a double channel of which the old channel has a severe erosion problem. The project as we see it would need extensive riprap on the north side of stream. The Washington SWCD cannot make a good evaluation without more information as to actual construction of bridge approaches. Please coordinate the implementation of this proposal with the Washington County SWCD.

WASHINGTON COUNTY SWCD
257 W Main Street
Hillsboro, OR 97123
Phone: 648-3014

Agency Soil & Water By Charles V. [illegible]

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
Room 306, State Library Building
Salem, Oregon 97310, Phone: 378-3732

RECEIVED
NOV 19 1979
DIVISION OF STATE LANDS

PNRS - STATE REVIEW

Project #: 7911 2 450 Due Date: [illegible]

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have comment and the file will be closed

---

PROGRAM REVIEW AND COMMENT

To State Clearinghouse: We have reviewed the subject Notice and have reached the following conclusions on its relationship to our plans and programs:

- ( ) It has no adverse effect.
- ( ) We have no comment.
- ( ) Effects, although measurable, would be acceptable.
- ( ) It has adverse effects. (Explain in Remarks Section)
- ( ) We are interested but require more information to evaluate the proposal. (Explain in Remarks Section)
- ( ) Please coordinate the implementation of the proposal with us.
- ( ) Additional comments for project improvement. (Attach if necessary)

If the project would require the removal, fill or alteration of 50 cubic yards or more of material within the banks of the waterway(s), we urge the applicant to apply for state fill or removal permits well in advance of construction deadlines to prevent unnecessary project delays. Specific information on the need for permits may be obtained from the Division of State Lands' office at 1445 State Street, Salem, OR 97310. Phone 378-3805.

Thank you for the opportunity to comment on this project.

Agency Lands By

9254

2.

(#2)

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

November 12, 1979

In Reply Refer to File No.: PRO 6-5

TO
Executive Department
Federal Aid Coordination Unit

Metropolitan Service District (MSD)
527 S.W. Hall Street
University Center Bldg.
Portland, OR 97201

FROM
D. E. Swan
Operation Programming Engineer

SUBJECT
Notice of Intent for Federal Aid Funds
State Admin. Dist. No. 2
Section: Parson Road (Gales Creek) Bridge
Highway: Parson Co. Rd.
County: Washington

In accordance with Executive Memorandum 02-270-20, attached are copies of the Notices of Intent for the subject project.

Early programming of this project for advance planning in anticipation of future construction is necessary; therefore, your prompt attention to this proposal will be appreciated.

Allowing time for your review, we estimate the date of filing for federal aid funds on this project to be December 12, 1979.

BLG:dmc
Attachments

cc:
G. L. Green, FHWA
H. S. Coulter ✓
F. E. Terpin
J. B. Boyd (2)
J. H. Versteeg
Gary Potter
W. J. Hart
Reg. 1 Engr: E. L. Hardt
Dis. 2 Engr: W. W. Geibel
Aeronautics Division
David Powers, Parks
B. L. Gifford
R. N. Bothman, Metro

RECEIVED
STATE HWY ENGR
NOV 15 '79
REFER TO
FOR
Info Inves R/D D/R Sign Act File

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

NOTIFICATION OF INTENT TO APPLY FOR FEDERAL AID

For Internal Use Only | 1-8] PNRS # | Page One

02 12] APPLICANT [45: Dept. of Transportation | 46] DIVISION [79: Highway

03 12] APPLICANT ADDRESS STREET [45: ODOT Building | 46] CITY [60: Salem | 76] ZIP [80: 97310

04 12] CONTACT PERSON [45: D. H. Moehring | 46] AREA CODE [48: 503 | 49] PHONE [55: 378 | 56] EXTENSION [59: 6563

01 12] PROJECT TITLE [71: Parson Road (Gales Creek) Bridge

11 12] PROJECT LOCATION—CITY: Parson Co. Rd. | PROJECT LOCATION—COUNTY: Washington | PROJECT LOCATION [79 SEC: T: R:

SUMMARY PROJECT DESCRIPTION (ATTACH SUPPORTING DOCUMENTS AS NECESSARY—SEE INSTRUCTIONS ON BACK)

05 Construct new concrete bridge to replace an existing log stringer bridge. [71

06 12] Realign the approaches to provide safe horizontal alignment with adequate [71

07 12] shoulders. [71

08 12] [71

09 12] Realign the road to the north side of the existing bridge and construct a [71

10 12] new 28' wide concrete bridge. See attached drawing showing alignment with 18° curves.

12

AMOUNT REQUESTED—FEDERAL FUNDS		NON-FEDERAL MATCHING FUNDS		OTHER	TOTAL
12] (A) Grant [19	20] (B) Other [27	28] (C) State [35	36] (D) Local [43	44] (E) FUNDS [51	52] (F) FUNDS [60
176,800			34,200		221,000

13 12] TYPE OF OTHER FEDERAL FUNDS (See 12B) [45 | 46] TYPE OF OTHER NON-FEDERAL FUNDS (See 12E) [79

[71

14 12] FEDERAL PROGRAM TITLE: Title 23 USC Highways

15 12] FEDERAL AGENCY NAME [45: US Dept. of Transportation | 46] FEDERAL SUB-AGENCY NAME [79: FHWA

17 **(A) TYPE OF APPLICANT:** (Check (X) the single most applicable box)

STATE ☒ 12 | INTER-STATE ☐ 13 | COUNTY ☐ 14 | CITY ☐ 15 | SCHOOL DISTRICT ☐ 16 | SPECIAL DISTRICT ☐ 17 | COMMUNITY ACTION ☐ 18 | SPONSORED ORGANIZATION ☐ 19 | OTHER ☐ 20

(B) TYPE OF ACTION: (Check (X) as many boxes as apply to this action)

NEW GRANT ☒ 21 | CONT. GRANT ☐ 22 | SUPPL'T GRANT ☐ 23 | INCREASE DURATION ☐ 24 | DECREASE DURATION ☐ 25 | CANCELLATION ☐ 26 | INCREASE DOLLARS ☐ 27 | DECREASE DOLLARS ☐ 28

(C) HAS DISTRICT CLEARINGHOUSE BEEN NOTIFIED? Yes ☒ 29 No ☐ 30 Date: Nov. 12, 1979

(D) REVIEW REQUIRED by A-95: Yes ☒ 31 No ☐ 32

(E) ENVIRONMENTAL IMPACT: Yes ☐ 33 No ☒ 34

(F) HOUSING RELOCATION REQUIRED: Yes ☐ 35 No ☒ 36

(G) ESTIMATED APPLICATION FILING DATE: 41] MONTH [42: Dec. | 43] DAY [44: 12 | 45] YEAR [46: 1979

ADDITIONAL INFORMATION—ALL APPLICANTS

I. A. Is the project consistent with the city or county comprehensive plan, zoning and subdivision ordinance? No ☐ Yes ☒

I. B. Is the proposal consistent with statewide land use goals? No ☐ Yes ☒

I. C. Is the proposal consistent with state and regional plans? No ☐ Yes ☒

II Will the project have an impact on a neighboring jurisdiction? No ☒ Yes ☐

If so, is the project consistent with the comprehensive plan for that jurisdiction? No ☐ Yes ☐

III Explain deviations if any, from pertinent plans.

IV. Federal Catalog number (or Public Law no. and title) 20.205 Highway Planning & Construction

V. Has funding agency been notified? No ☐ Yes ☒ Date: Nov. 12, 1979

VI. If project includes state funds (12C), identify agency

STATE AGENCIES ONLY

VIII. (a) IS PROGRAM BUDGETED ☐ NON-BUDGETED ☐

(b) STATE SHARE

GENERAL FUND CASH	OTHER FUND CASH	IN KIND
$	$	$

(c) FUNDING METHOD

	FEDERAL SHARE		STATE SHARE		TOTAL	
First Year	%	$	%	$	%	$
Second Year	%	$	%	$	%	$
Third Year	%	$	%	$	%	$

(d) WILL PROGRAM REQUIRE HIRING OF NEW STATE EMPLOYEES? No ☐ Yes ☐ Number

(e) Will accounting for this grant be administered by the Executive Dept. Accounting Division? Yes ☐ No ☐

PLEASE ATTACH ANY ADDITIONAL NARRATIVE OR REMARKS

This is a Category 3 Project of Non-Major environmental impact under Oregon's Action Plan.

OREGON STATE HIGHWAY DIVISION
PROJECT ASSESSMENT

BR - 3400 (-)

PART 1. GENERAL INFORMATION

A. Project Identification:

Date March 20, 1979

Section Parson Road (Gates Creek) Bridge

Unit (if appl)

County Washington County

City

Highway Parson Road

State Hwy. No.

Termini: M.P.(if appl) Bridge Construction

Length 900 feet

Region 1

Construction Estimate $221,000
Program Amount

B. Purpose of Project:

Construct new concrete bridge to replace an existing log stringer bridge. Realign the approaches to provide safe horizontal alignment with adequate shoulders.

C. Origin & History of Project:

Existing timber bridge was built in 1950. Due to its deteriorated condition, Washington County has placed a "Bailey" Bridge across it. This provides a one-lane access across the bridge.

D. General Description of Project:

Realign the road to the north side of the existing bridge and construct a new 28' wide concrete bridge. See attached drawing showing alignment with 18° curves.

Alignment: New x Existing ______ Combined ______

Typical Section: Existing: No. Lanes 1 ; Med. No ; Shldrs. 0' ; Parking No

Proposed: No. Lanes 2 ; Med. No ; Shldrs. 4' ; Parking No

Traffic: Existing Facility: Existing ADT 240 ; Projected ADT ______ ; Yr. ______

Existing Level of Service

Proposed Facility: Projected ADT ______ ; Yr. ______

Projected Level of Service

Right of Way: Additional anticipated Yes ; if yes, give approx. No. Parcels 1
Yes, No

Acres 1.9 ; Type of Relocation Req. None ; No.

Materials Source, Borrow, Waste Disposal Requirements, if any:

Determine by P.E.

Type of Structure(s): Existing bridge has rotted log stringers with a timber deck. Washington County installed a Bailey Bridge over it in order to allow for one-way traffic usage.

Brief Description of River or Stream and Type of Involvement, if any:

Gales Creek flows north to south under the bridge. The existing bridge and road are higher than the 100 year flood plain.

Local City, County or COG priorities of project:

Washington County's Number 2 priority for off-system bridge replacement.

FHWA and/or OSHD approvals given, if any:

Location or Design Alternatives (identify and describe):

Construct a straighter alignment with a longer bridge.

Other Descriptive Information or Comments:

In 1966, OSHD designed structure to cross the creek on a straighter alignment (9° curves). The project was scrapped for lack of funds.

(Attach project sketch map.)

PART II. ENVIRONMENTAL ASSESSMENT

A. Brief Environmental Setting of Project Area:

1. Natural:

The adjacent land uses are agricultural. According to the Corps of Engineers, the 100 year flood elevation is 302 feet above MSL. The existing bridge is about 315 feet above MSL. The area is a slightly undulating valley, largely in agricultural use. The stream turns southward at this point, and there is evidence of heavy bank erosion northward along Parson Road where flood stage has driven the creek out of its usual course. Rainfall is about 55" per annum.

2. Cultural:

The Washington County Comprehensive Framework Plan designates the project area as rural and natural resource. The route provides access to rural areas and is also a by-pass road between the Wilson River Highway and Gales Creek Highway.

There is a house and large farm yard east of the creek paralleling Parson Road and immediately adjacent to the bridge approach. A large private park and campground is situated along the creek and adjacent to the bridge approach on the west side.

B. Preliminary Assessment of Environmental Impacts:

1. Consequences and Significance of Right-of-Way Acquisition:

1.9 acres of Right of Way will be required. This is within the flood plain. No improvements will be required.

2. Estimated Impact on Traffic Patterns:

Closure of the bridge would require traffic to take a 3.5 mile detour. Replacement will allow existing traffic patterns to continue.

Consequences--Air Quality, Noise, Safety, etc.:

Unknown.

3. Estimated Impact on Land Use:

Area is designated rural and natural resource.

Consequences:

No Change

4. Expected Impact on Natural Ecological Resources:

None

Consequences:

No change

5. Expected Impact on Cultural and Scenic Resources:

Replacement of the structure will improve access to the local residents and allow more direct farm to market activities.

A cultural resource survey will be required.

Consequences:

Positive impact

6. Preliminary Identification of Areas of Critical Concern:

Washington County will file flood plain alteration as required by ordinance. New structure will provide wider opening opening than the existing bridge.

7. Potential for Controversial Issues:

None foreseen

8. Potential for Consistency of Proposal With:

a. Clean Air Implementation Plans Consistent
Removes one-way restriction on bridge to allow free movement of traffic.

b. Noise Standards

A noise study report would be required.

c. Water Quality Standards
Construction in the flood plain will be done in such a manner so as to reduce the amount of turbidity in the creek.

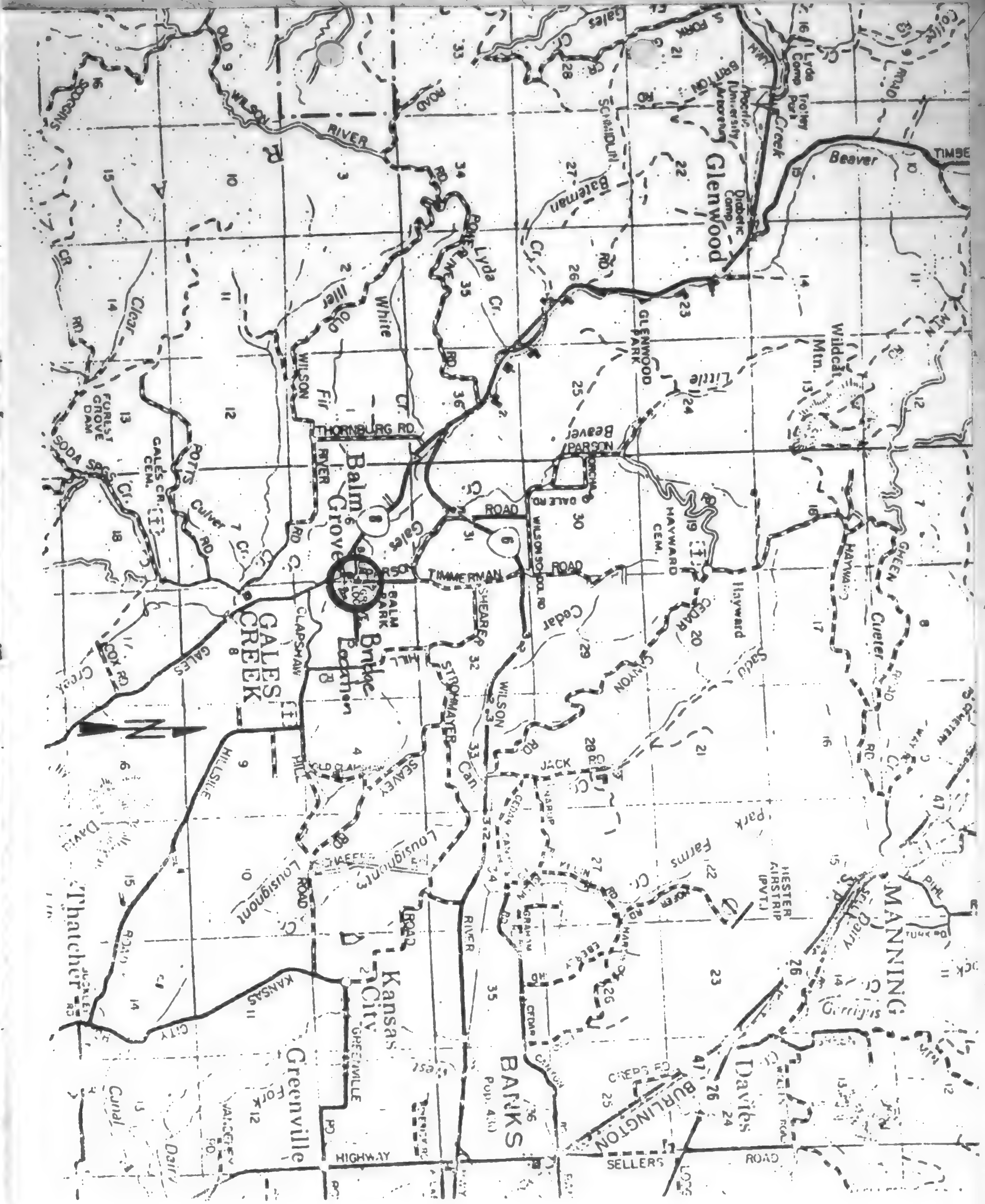
d. Area Land Use and Transportation Plans, and Zoning
Consistent with Washington County and local zoning plans.

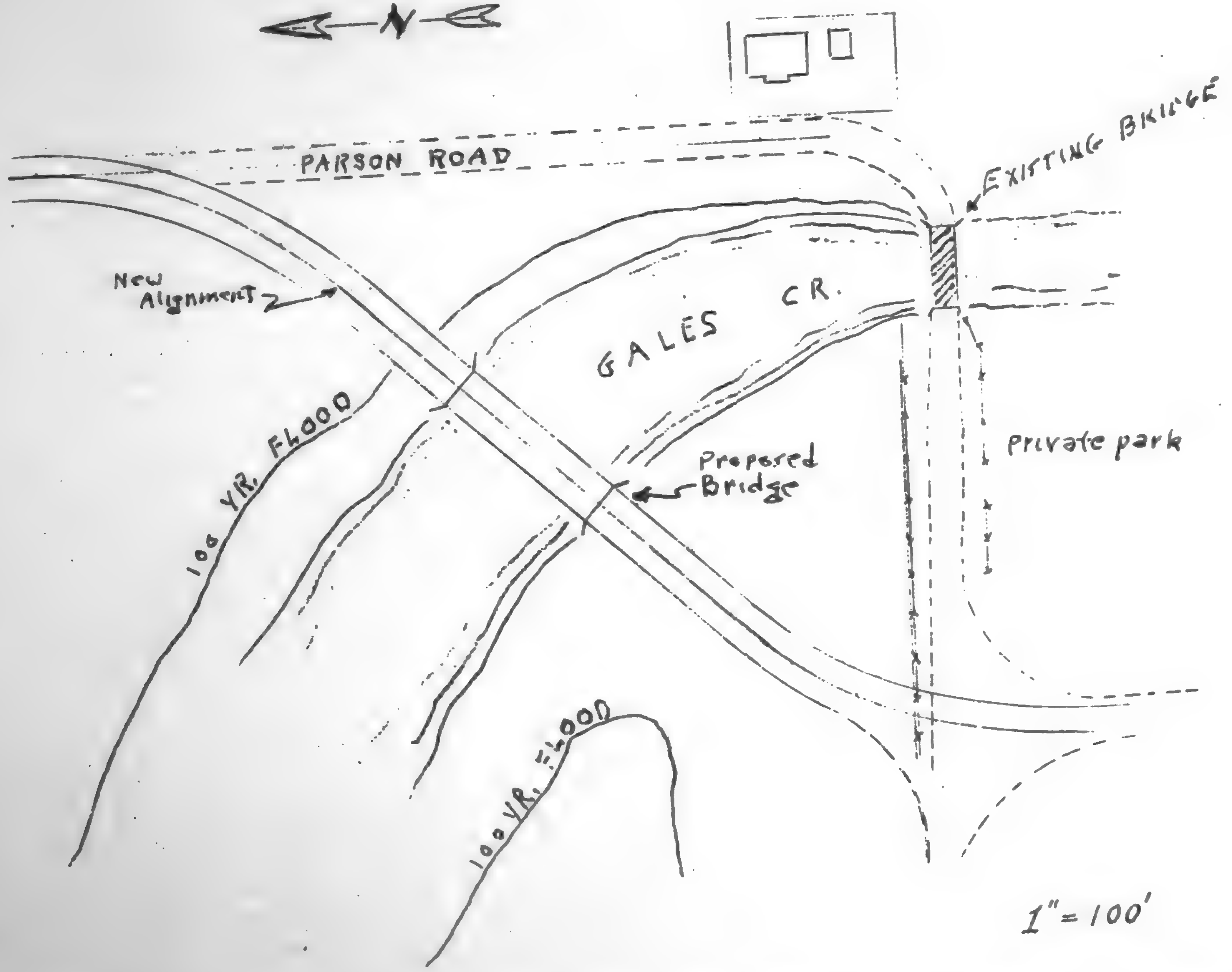
C. Recommended Type of Action and Documentation:

-------------MAJOR ACTION-----------------		----NON-MAJOR ACTION-----
SIGNIFICANT:	NON-SIGNIFICANT:	
____ D & FEIS	____ D & F Neg.Dec.	_X_ ASSESSMENT ONLY
____ Section 4(f)	____ Section 4(f)	____ STATEWIDE ASSESSMENT

Basis for Type of Action and Documentation:
Because there would be only limited and temporary impact on the human environment it is recommended that this project be categorized Assessment Only.

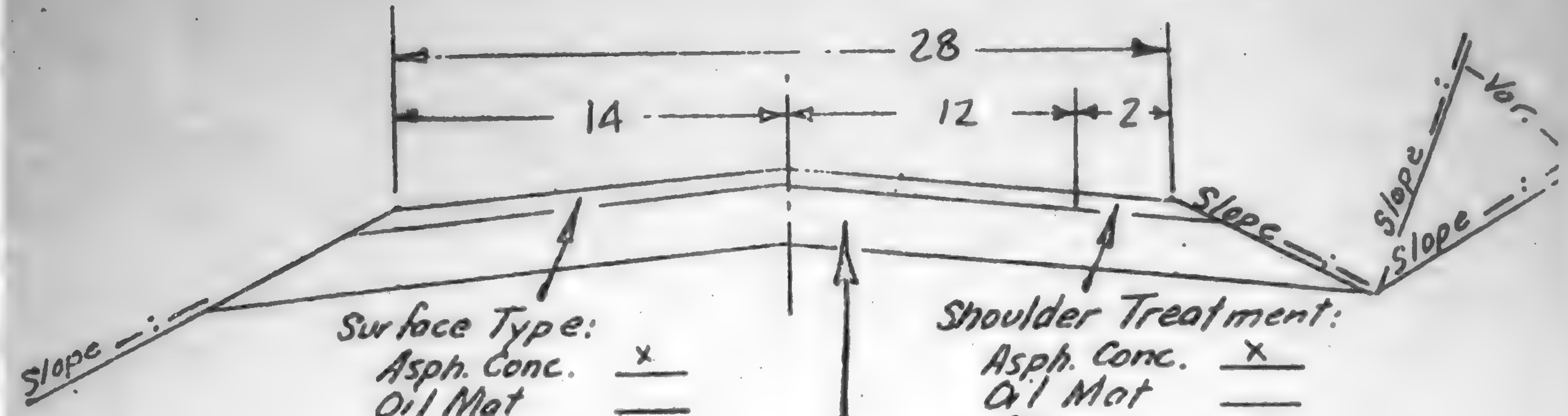
D. Recommended Project Category: ____ 1 ____ 2 _X_ 3 ____ 4


Glenwood
Balm Grove
GALES CREEK
MANNING
BANKS
Pop. 430
Kansas City
Greenville
Thatcher
Davies
Wildcat Mtn.
GLENWOOD PARK
Pacific University Arboretum
Diabetic Camp
Lyda Camp Trolley Park
WILSON RIVER RD
THORNBURG RD.
TIMMERMAN ROAD
PARSON
WILSON SCHOOL RD
DALE RD
CEDAR CANYON RD
JACK RD
HILLSIDE RD
CLAPSHAW
SHEARER
STROHMAYER
SEAVEY
COX RD
SODA SPGS
FOREST GROVE DAM
GALES CR. CEM.
HAYWARD CEM.
HAYWARD
HESTER AIRSTRIP (PVT.)
BURLINGTON
SELLERS ROAD
HIGHWAY
GREENVILLE
KANSAS CITY
Beaver
Little Beaver
Bateman
Lyda Cr.
Gales Cr.
Clear Cr.
Culver Cr.
Potts
Fir Cr.
White
Cedar
Cedar Canyon
Hayward
Louisignont
Cueter
Dairy
Garrigus
Park Farms Cr.
6
8
26
47


N
PARSON ROAD
EXISTING BRIDGE
New Alignment
GALES CR.
Private park
Proposed Bridge
100 YR. FLOOD
100 YR. FLOOD
1" = 100'

TYPICAL SECTION

ROADWAY

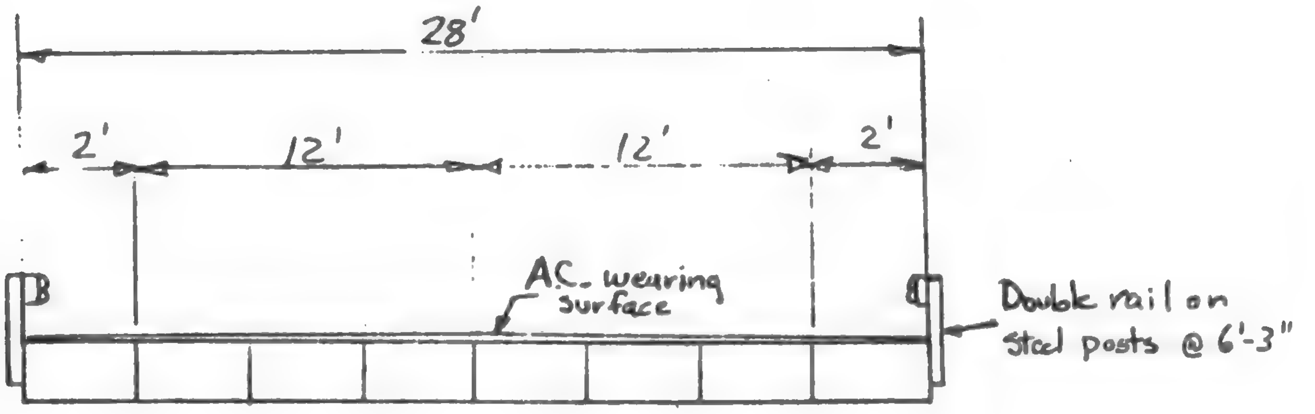

28
14
12
2
Slope
Slope
Slope
Var.
Slope

Surface Type:
Asph. Conc. x
Oil Mat ___
Other ___

Shoulder Treatment:
Asph. Conc. x
Oil Mat ___
Other ___

Type of Base:
Pit or Quarry Run ___
Crushed Stone x
Asph. Treated ___
Cement Treated ___

BRIDGE


28'
2'
12'
12'
2'
A.C. wearing surface
Double rail on steel posts @ 6'-3"

9254

2.

November 2, 1979

Washington County Board of Commissioners
Courthouse
Hillsboro, OR 97123

AGR 4

Attention: JoAnn Johansen
Clerk of the Board

MISC. CONTRACTS and
AGREEMENTS No. 7166

Gentlemen:

Attached for your files is a fully executed copy of an agreement concerning the Gales Creek (Parson Road) Bridge in Washington County.

We are retaining a fully executed copy of this agreement for the Transportation Commission's files.

Sincerely,

C. W. Head
COMMISSION SERVICES

kkr
Attachment
bc: Don Harwell (agreement attached)

9254

WASHINGTON COUNTY
ADMINISTRATION BUILDING — 150 N. FIRST AVENUE
HILLSBORO, OREGON 97123

BOARD OF COMMISSIONERS
MILLER M. DURIS, Chairman
JIM FISHER, Vice Chairman
VIRGINIA DAGG

DEPT. OF PUBLIC WORKS
JOHN F. CROCKETT, Director
ROOM 201
(503) 648-8886

October ~~18~~ 23, 1979

Jon Rose
Federal Aid Engineer
Oregon Department of Transportation
5821 N.E. Glisan
Portland, Oregon 97213

Re: HBR Agreement: Parson Rd. @ Gales Creek

Dear Jon:

Enclosed are the signed agreements for the subject project. Our Board of Commissioners approved these by Minute Order No. 79-581 dated October 9, 1979. Please return one signed copy.

Sincerely yours,

Michael A Borresen
Michael A. Borresen
Project Development Engineer

From Metro JON ROSE
Date 10/23/79
To BUZ SWAN
[✓ Program Mgmt.] Traffic Region 1
Comments: Here are 3 copies of the subject HBR agreement, signed by Washington County officials and approved by the Metro Administrator. Please forward for final action.
Jon Rose

PROJECT MANAGEMENT BRANCH
SHE ☐ STE ☐
PLE ☐ RE ☐ PRE ☐
OCT 24 1979
REFERRED TO ____________
FOR ____________
FILE: PM FA LG.

ODOT - METRO
OCT 23 1979
FILE T/4

9254

Pw

WASHINGTON COUNTY

Inter-Department Correspondence

Date October 5, 1979
For Meeting of: October 9, 1979

To : Honorable Board of County Commissioners

From : Director of Public Works

Subject : Construction Agreement Bridge Replacement Program - Oregon Department of Transportation

We have previously presented you two agreements for the replacement of county road bridges under the bridge replacement program administered by the State.

You may recall that we were authorized five bridges under this program for replacement. This one we are bringing now is the third of the five and is the Parson Road Bridge.

One additional item of interest and that is that with this replacement we will then again have available our emergency bridge, the Bailey bridge, that we acquired a year ago and put in this location on a temporary basis.

RECOMMENDATION: Your Board authorize entering into the agreement for replacement of the Parson Road Bridge. The local match funds have been budgeted in this year's budget.

Respectfully submitted,

John F. Crockett

JFC:ja

RECEIVED
OCT 12 1979
Public Works
Washington County

APPROVED WASHINGTON COUNTY
BOARD OF COMMISSIONERS
MINUTE ORDER # 79-581
DATE 10-9-79
BY Jo Ann Johansen
CLERK OF THE BOARD

9254

STATE OF OREGON

INTEROFFICE MEMO

METRO TECHNICAL SERVICES 238-8231
DEPT. TELEPHONE

TO: D.H. MOEHRING Attn: D.E. Swan
Ass't State Highway Engineer

DATE: July 2, 1979

FROM: MAX J. KLOTZ
Metro Technical Services Engineer

SUBJECT: Parson Road Bridge #13211
Bridge Replacement
Parson Road
Washington County
Planning File 79-18

Here is our programming packet on the subject project. Included are:

- project request
- authority for survey - To Terpin 8-6-79
- environmental assessment
- location prospectus
- agreement information sheet

This is an SBR Off-System project. The project location is outside the MSD urban area, therefore inclusion in the MSD TIP is not a requirement for this project.

This project is eligible for free county bridge design as specified by ORS 369.210. Accordingly, our authority for survey shows no funds allocated for Function 906.

This project is included in the FY 80 SBR program which will be submitted to the OTC for approval at the July meeting.

Please program $22,000 for preliminary engineering when the SBR priority list is approved.

js

Attachments

cc: F.E. Terpin
Metro Technical Services Units

8-6-79
CC Program Packet
To Swan
H

PROJECT MANAGEMENT
PME ☐ CCE ☐ OM ☐
LGE ☐ FAE ☐ OPE ☐
JUL 6 1979

File: PM FA
TAA ______ LG OP

9254 (GCP0001) 2

Form E-29 (Rev. 9-71)

Planning File No. 79-18

OREGON STATE HIGHWAY DIVISION

AUTHORITY FOR SURVEY

Section: Gales Creek ~~Parson Road Bridge #13211~~ (Parsons Rd) Bridge #13211

Date: ~~March 9~~ July 2 1979

Highway: Parson Road (off system)

Authorization No. 1

County: Washington

Survey Prefix 234-1904 (Assigned by Salem office)

Description of termini, route, length, etc.:

Bridge is located over Gales Creek on Parson Road, approximately 1000 ft, northerly of Gales Creek Hwy. and one mile from the community of Gales Creek

Proposed:

Remove existing bridge; construct concrete slab bridge on new alignment; construct new approaches.

BROS-3400 (7)
1-18-80

Purpose of Survey:

State to perform field survey, prepare plans, specifications and estimate.

County to purchase R/W

Free county bridge design applies to this project as specified by ORS 369.210.

Estimated Construction Cost: $230,000

Funding - SBR off-system
Category - 3 NM

OTC Approved 7/79

Estimate of Cost

Field Survey	(901)	10,000
Citizen Participation	(902)	
City of County	(903)	
Consultant	(904)	
Final Design	(905)	2,000
Free Bridge Design	(927) ~~(906)~~	5,000
Preliminary Design	(907)	
R/W Description	(909)	1,000
Soils & Geology	(910)	200
Traffic	(911)	
Landscape	(912)	
Liaison R/W	(913)	1,000
Utility	(914)	200
Photogrammetry	(916)	
Location Studies	(918)	600
Engr. Graphics	(919)	
Office Engineer	(920)	200 8-9
Specifications	(921)	1,000 8-9
Environmental	(923)	200
Air Quality Monitoring	(925)	
Foundation Exploration	(926)	6,000
Seminars	(950)	
Hearings	(980)	
Equal Opportunity	(985)	
Advisory Committees	(986)	
	(922)	200 8-9

Total estimated cost of survey	27,600 ~~22,600~~ ~~$22,000~~ 8-9
Previous authorization	
Additional authorization requested	
Additional authorization approved (Salem)	
Total all authorizations approved (Salem)	

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

Requests made by:
R. T. EWEN, Metro Location Engineer

Recommended for Approval:
Regional Engineer
M. J. KLOTZ, Metro Technical Services Engineer

Recommended for Approval:
Frank E. Pespin
Location Engineer

Approved:
Assistant State Highway Engineer

RECEIVED
OCT 29 1979
LOCATION SECTION

SP*23604-734

9254

SHADED AREAS TO BE COMPLETED IN SALEM OFFICE

LOCATION PROSPECTUS
OREG DEPARTMENT OF TRANSPOR ION
LOCATION UNIT

DATE 7-2-79

PREFIX

ENTIFICATION

OJECT NAME: Parson Road Bridge #13211 (Gales Creek)

IGHWAY NAME: Parson Road

HIGHWAY NUMBER:

EGION: I

ADMINISTRATIVE DISTRICT:

COUNTY: Washington

CITY:

ENGTH:

MILEPOST NUMBER TO

☒ RURAL ☐ URBAN

OCAL GOVERNMENT PROJECT? ☒ YES ☐ NO

IF YES, UNIT OF GOVERNMENT: Washington County

YPE OF FUNDS: ☐ FAI ☐ FAP ☐ FAS ☐ STATE ☐ FAUS ☒ OTHER Special Bridge Replacement

ETHOD OF CONSTRUCTION: ☒ CONTRACT ☐ STATE FORCE ☐ OTHER

YPE OF WORK: ☒ GRADING ☐ PAVING ☒ STRUCTURE ☐ SIGN ☐ SIGNAL ☐ ILLUMINATION ☐ ROADSIDE IMPROVEMENT ☐ OTHER

OJECT DESCRIPTION

Replace the existing timber bridge with a concrete slab structure on a new alignment. Construct new bridge approaches.

Stage construction is necessary to maintain traffic on Parson Road.

- TRAFFIC DATA

XISTING AVERAGE DAILY TRAFFIC (YEAR-VOLUME): 240 - 1977

PROJECTED AVERAGE DAILY TRAFFIC (YEAR-VOLUME):

LEVEL OF SERVICE		A	B	C	D	E	F
	EXISTING	☐	☐	☐	☐	☐	☐
	PROPOSED	☐	☐	☐	☐	☐	☐

ESIGN SPEED (MPH): 30

DESIGN STANDARDS:

TRAFFIC ANALYSIS: ☒ LIGHT ☐ MEDIUM ☐ HEAVY

FEATURES	EXISTING NUMBER AND WIDTH	PROPOSED NUMBER AND WIDTH
TRAVEL LANES	2 - 9'	2 - 12'
SHOULDERS	0	2 - 2'
MEDIANS		
PARKING LANES		
SIDEWALKS		
BIKEWAYS		
INTERCHANGES		
OTHER:		

	YES	NO	MAYBE		YES	NO	MAYBE
Channelization	☐	☒	☐	Right of Way (cont.) Improvements	☐	☒	☐
Frontage Roads	☐	☒	☐	Access Control	☐	☒	☐
Traffic Signals	☐	☒	☐	Railroad Crossing	☐	☒	☐
Signing	☐	☐	☒	At Grade	☐	☒	☐
Illumination	☐	☒	☐	Separated	☐	☒	☐
Structures	☒	☐	☐	Railroad Encroachment	☐	☒	☐
Stage Construction	☒	☐	☐	Permits	☒	☐	☐
Pedestrian Crossing	☐	☒	☐	Conditional Use	☐	☒	☐
Rest Area	☐	☒	☐	Flood Plain	☐	☐	☒
Truck Scale Site	☐	☒	☐	Irrigation District	☐	☒	☐
Landscaping	☐	☒	☐	Water District	☐	☒	☐
Drainage	☒	☐	☐	Drainage District	☐	☐	☒
River	☐	☒	☐	Div. of State Lands	☐	☐	☒
Stream Gales Creek	☒	☐	☐	Dept. of Geology & Min. Ind.	☐	☒	☐
Storm Sewer	☐	☒	☐	Corps of Engineers	☐	☐	☒
Sanitary Sewer	☐	☒	☐	Coast Guard	☐	☒	☐
Right of Way	☒	☐	☐	DEQ NPS Air Pollution	☐	☒	☐
Simple Acquisition	☒	☐	☐	DEQ NPS Water Pollution	☐	☒	☐
Complex Acquisition	☐	☒	☐	Building	☐	☒	☐
Relocations	☐	☒	☐	Fish & Wildlife Approval	☐	☒	☐

- FEATURES (cont.)

	YES	NO	MAYBE		YES	NO	MA
Agreements (City-County Etc.)	☒	☐	☐	Hydraulics Study	☒	☐	☐
Environmental Assessment	☒	☐	☐	Soils Investigation	☒	☐	☐
Statewide Assessment	☐	☒	☐	Airport Clearance	☐	☒	☐
Negative Declaration	☐	☒	☐	Economic Analysis	☐	☒	☐
Environmental Impact Statement	☐	☒	☐	Requires Field Survey	☒	☐	☐
4-F Statement	☐	☒	☐	Old Survey Available	☒	☐	☐
Citizen Advisory Committee	☐	☒	☐	Requires Vicinity Map	☒	☐	☐
Public Hearing ________________	☐	☒	☐	Requires Photogrammetry	☐	☒	☐
Borrow Source	☐	☒	☐	Requires Reconnaissance Survey	☐	☒	☐
Material Source	☐	☒	☐	Reconnaissance Available	☐	☒	☐
Utilities	☐	☒	☐	Design Review	☐	☒	☐

Type ______________________________

4 - WORK ITEMS

	TO BE PERFORMED BY APPLICANT	STATE	CONSULTANT
PRELIMINARY ENGINEERING	☐	☒	☐
RIGHT-OF-WAY	☒	☐	☐
CONSTRUCTION ENGINEERING	☐	☒	☐

5 - DURATION TIMES (MONTHS)

	FLOAT	ACTIVE
RECONNAISSANCE SURVEY	( )	N/A
DRAFT ENVIRONMENTAL IMPACT STATEMENT	( )	N/A
CORRIDOR APPROVAL	( )	N/A
FIELD SURVEY	( )	
PRELIMINARY DESIGN	( )	N/A
DESIGN APPROVAL/FINAL EIS	( )	N/A
RIGHT-OF-WAY DESCRIPTIONS	( )	
RIGHT-OF-WAY ACQUISITION	( )	
P.S. & E. DOCUMENTS	( )	

RECOMMENDED CONSTRUCTION DATE ____________ (Region) ____________ (Salem)

SUGGESTED BASE DESIGN

ITEM	NEW WORK	OVER EXISTING

TYPICAL SECTION AND LOCATION

Attach 8½ x 11 inch sheets for general location map and typical section (roadway & structure).

PROJECT COST ESTIMATES

	REGION	SALEM
PRELIMINARY ENGINEERING	$22,000	
RIGHT OF WAY	7,500	
TRAFFIC CONTROL		
ILLUMINATION	151,000	
STRUCTURES		
RAILROAD		
ROADWAY	70,000	
OTHER ______		
ENGINEERING & CONTINGENCIES		
PROJECT TOTAL	$250,500	

SUBMITTED BY ______________________________

9254 Form FHWA 121 (Rev. 5-73)

4

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
The Oregon Division - Salem

DATE: April 20, 1979

In reply refer to: HFO.1-OR

SUBJECT: Oregon Project BR-3400(-)
Parson Road (Gates Creek) Bridge
Parson Road
Washington County

FROM : G. L. Green, Division Administrator

TO : Mr. H. S. Coulter, State Highway Engineer

The subject project assessment submitted with Mr. Potter's March 20, 1979 letter has been reviewed. We concur with your finding that the proposed project constitutes a non-major action. We do not agree, however, in relocation of the bridge as proposed. Considering the relative importance of the facility, it is suggested that the possibility of locating the new bridge immediately upstream from the existing structure be investigated.

G. L. Green
for

cc:
OSHD (G Potter)

RECEIVED
STATE HWY ENGR

APR 27 '79

REFER TO
Potter

FOR

Info	Inves	R/D	D.R	Sign	Act	File
					✓	

4-27
orig to

R

9254

Project Parson Road Bridge #13211 (Gales Creek)

Agency Washington County **Date** 3/8/79

Type of Project Bridge Replacement

Funds SOS e(4) FAUS FASC Title II [✓ HBR]

The agreement on this project should provide for the following responsibilities where applicable:

	N/A	State	Applicant	Consultant
Major PE	( )	(X)	( )	( )
Monitor PE	(X)	( )	( )	( )
Field Survey	( )	(X)	( )	( )
Prepare Environmental Statements	( )	( )	(X)	( )
Review & Process Envir. Statements	( )	(X)	( )	( )
Public Hearings	( )	( )	(X)	( )
Citizen Involvement	( )	( )	(X)	( )
Action Plan Requirements	( )	( )	(X)	( )
Preliminary Design Plans & Specs.	( )	(X)	( )	( )
Prepare for Contract Bids	( )	(X)	( )	( )
Advertise, Let and Award	( )	(X)	( )	( )
Major Construction Engineering	( )	(X)	( )	( )
Lab Testing, Final Checking	( )	(X)	( )	( )
Utility Responsibility	( )	(X)	( )	( )
Maintenance After Completion	( )	( )	(X)	( )
Signal Maintenance	(X)	( )	( )	( )
Power Consumption	(X)	( )	( )	( )
Local Match	( )	( )	(X)	( )
Provide for Right-of-way Agreement		[✓ Yes]	No	

Construction by Contract (X) State Forces ( ) Local Forces ( )

Advance Deposit Required PE (X) Construction ( ) N/A ( )

State will Advertise, Let and Award All Contracts

State will Monitor Preliminary Engineering and Construction Activities for Federal Compliance

Remarks:

PROJECT INFORMATION SHEET
(to be submitted with the project request)

Section Parson Road Bridge #13211 Date 3-8-79

Highway Parson Road County Washington

Existing Facility

Access control? No. parking restrictions? Partial
Airport within 2 miles? No. name
Water development in the area? None involved.
Recreation areas " "
Historical areas " "

Roadway: no. lanes 2 paved shoulders? No.
pavement width 18'

Structures: MP description
1000' north of Gales Creek Highway on Parson Rd. Log stringers with "Bailey Bridge" on top 12.5' wide x 47' span.

Signals: location None

Descriptions of adjacent sections

north end: 2 lanes, 18' wide roadway.
south end: " " " " "

Railroad crossings

Name of railroad None Involved no. of tracks
Number of trains no. of hi-speed trains
Present protection
Proposed protection
Railroad benefits

9254

OREGON STATE HIGHWAY DIVISION
PROJECT ASSESSMENT

BR-3400(-)

PART 1. GENERAL INFORMATION

A. Project Identification:

Date March 7 1979

Section Parson Road Bridge (Gales Creek)

Unit (if appl) ____

County Washington County

City ____

Highway Parson Road

State Hwy. No. ____

Termini: M.P.(if appl) Bridge Construction

Length 900 feet

Region 1

Construction Estimate $221,000
Program Amount

B. Purpose of Project:

Construct new concrete bridge to replace an existing log stringer bridge. Realign the approaches to provide safe horizontal alignment with adequate shoulders.

C. Origin & History of Project:

Existing timber bridge was built in 1950. Due to its deteriorated condition, Washington County has placed a "Bailey" Bridge across it. This provides a one-lane access across the bridge.

D. General Description of Project:

Realign the road to the north side of the existing bridge and construct a new 28' wide concrete bridge. See attached drawing showing alignment with 18° curves.

Alignment: New x Existing ____ Combined ____

Typical Section: Existing: No. Lanes 1; Med. No; Shldrs. 0'; Parking No

Proposed: No. Lanes 2; Med. No; Shldrs. 4'; Parking No

Traffic: Existing Facility: Existing ADT 240; Projected ADT ____; Yr. ____

Existing Level of Service ____

Proposed Facility: Projected ADT ____; Yr. ____

Projected Level of Service ____

Right of Way: Additional anticipated Yes (Yes, No); if yes, give approx. No. Parcels 1

Acres 1.9 ; Type of Relocation Req. None ; No. ________

Materials Source, Borrow, Waste Disposal Requirements, if any:

Determine by P.E.

Type of Structure(s): Existing bridge has rotted log stringers with a timber deck. Washington County installed a Bailey Bridge over it in order to allow for one-way traffic usage.

Brief Description of River or Stream and Type of Involvement, if any:

Gales Creek flows north to south under the bridge. The existing bridge and road are higher than the 100 year flood plain.

Local City, County or COG priorities of project:

Washington County's Number 2 priority for off-system bridge replacement.

FHWA and/or OSHD approvals given, if any:

Location or Design Alternatives (identify and describe):

Construct a straighter alignment with a longer bridge.

Other Descriptive Information or Comments:

In 1966, OSHD designed structure to cross the creek on a straighter alignment (9° curves). The project was scrapped for lack of funds.

(Attach project sketch map.)

PART II. ENVIRONMENTAL ASSESSMENT

A. Brief Environmental Setting of Project Area:

1. Natural:

The adjacent land uses are agricultural. According to the Corps of Engineers, the 100 year flood elevation is 302 feet above MSL. The existing bridge is about 315 feet above MSL. The area is a slightly undulating valley, largely in agricultural use. The stream turns southward at this point, and there is evidence of heavy bank erosion northward along Parson Road where flood stage has driven the creek out of its usual course. Rainfall is about 55" per annum.

2. Cultural:

The Washington County Comprehensive Framework Plan designates the project area as rural and natural resource. The route provides access to rural areas and is also a by-pass road between the Wilson River Highway and Gales Creek Highway.

There is a house and large farm yard east of the creek paralleling Parson Road and immediately adjacent to the bridge approach. A large private park and campground is situated along the creek and adjacent to the bridge approach on the west side.

B. Preliminary Assessment of Environmental Impacts:

1. Consequences and Significance of Right-of-Way Acquisition:

Right-of-way aquisition will be from the flood plain only. The bridge and its approaches will span a large section of flood plain than the existing one.

2. Estimated Impact on Traffic Patterns:

Closure of the bridge would require traffic to take a 3.5 mile detour. Replacement will allow existing traffic patterns to continue.

Consequences--Air Quality, Noise, Safety, etc.:

No negative impact.

3. Estimated Impact on Land Use:

Area is designated rural and natural resource.

Consequences:

No Change

4. Expected Impact on Natural Ecological Resources:

None

Consequences:

No change

5. Expected Impact on Cultural and Scenic Resources:

Replacement of the structure will improve access to the local residents and allow more direct farm to market activities.

Consequences:

Positive impact

6. Preliminary Identification of Areas of Critical Concern:

Washington County will file flood plain alteration as required by ordinance. New structure will provide wider opening under the bridge.

7. Potential for Controversial Issues:

None foreseen

8. Potential for Consistency of Proposal With:

a. Clean Air Implementation Plans Consistent
Removes one-way restriction on bridge to allow free movement of traffic.

b. Noise Standards
No change. A noise study would be required.

c. Water Quality Standards
Construction in the flood plain will be done in such a manner so as to reduce the amount of turbidity in the creek.

d. Area Land Use and Transportation Plans, and Zoning
Consistent with Washington County and local zoning plans.

C. Recommended Type of Action and Documentation:

-------------MAJOR ACTION-----------------

SIGNIFICANT:

____ D & FEIS

____ Section 4(f)

NON-SIGNIFICANT:

____ D & F Neg.Dec.

____ Section 4(f)

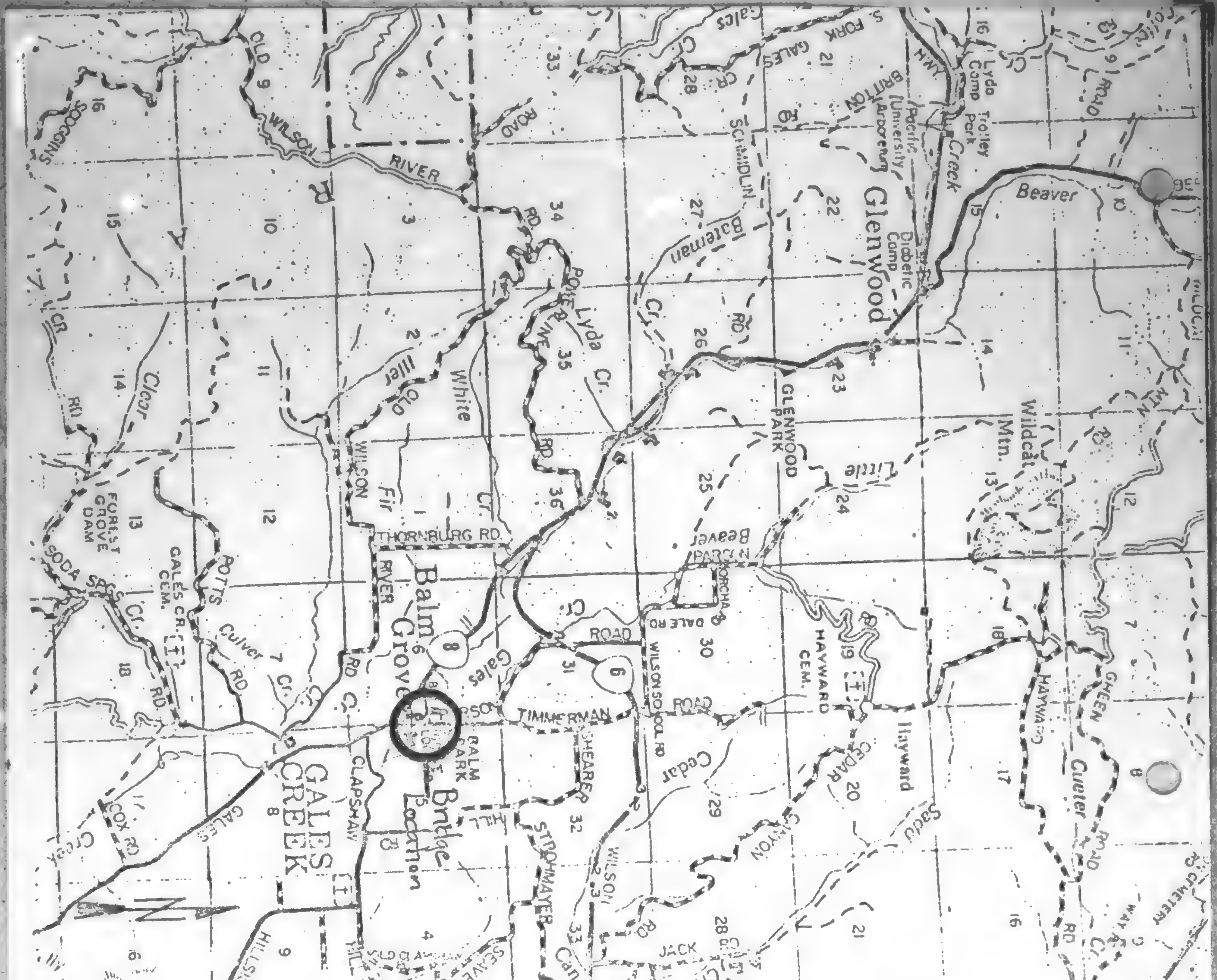
----NON-MAJOR ACTION-----

_X_ ASSESSMENT ONLY

____ STATEWIDE ASSESSMENT

Basis for Type of Action and Documentation:
Because there would be only limited and temporary impact on the human environment it is recommended that this project be categorized Assessment Only.

D. Recommended Project Category: ____ 1 ____ 2 _X_ 3 ____ 4


Glenwood
Balm Grove
Gales Creek
Bridge Location
Balm Park
Banks
Pop. 430
Manning
Kansas City
Greenville
Thatcher
Davies
Forest Grove Dam
Gales Cr. Cem.
Hayward Cem.
Glenwood Park
Wildcat Mtn.
Lydo Trolley Park
Lydo Camp
Pacific University Arboretum
Diabetic Camp
Hester Airstrip (Pvt.)
Timmerman Road
Thornburg Rd.
Wilson River Rd
Old Wilson Rd
Clapshaw
Shearer
Strohmayer
Wilson School Rd
Dale Rd
Burlington
Sellers Road
Highway
Lousignont Cr.
Beaver
Little Beaver
Cedar Canyon
Hayward
Potts
Culver Cr.
Soca Sprs
Clear Cr.
White Fir Cr.
Lyda Cr.
Bateman
Schmidlin
Britton Rd
S. Fork Gales Cr.
Scoggins
Farms Park
Cox Rd
Hillside
Jack Rd
Green Mtn. Rd
Cemetery
Pihl Rd
Seavey Rd
Dairy Cr.
Canal
Fork
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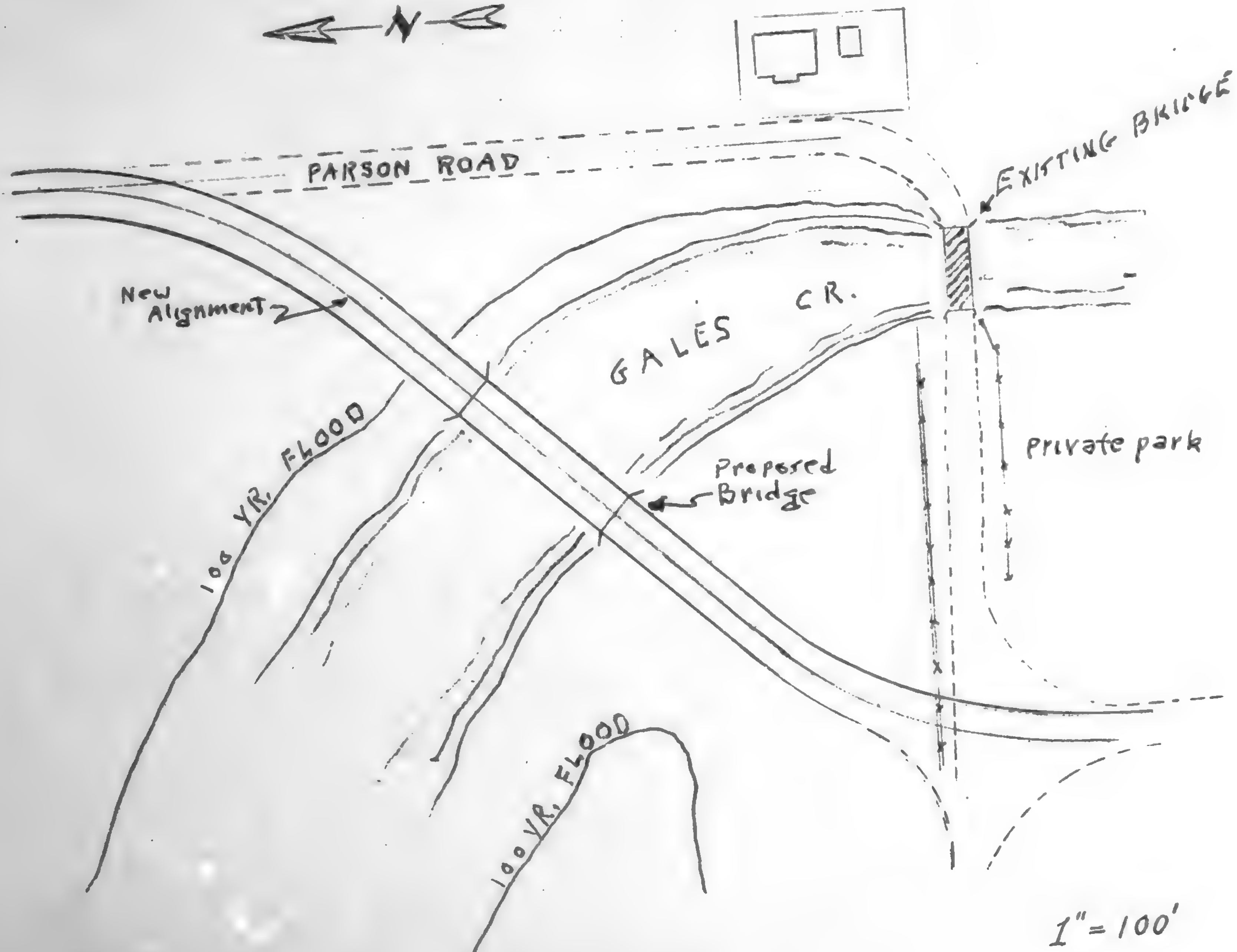
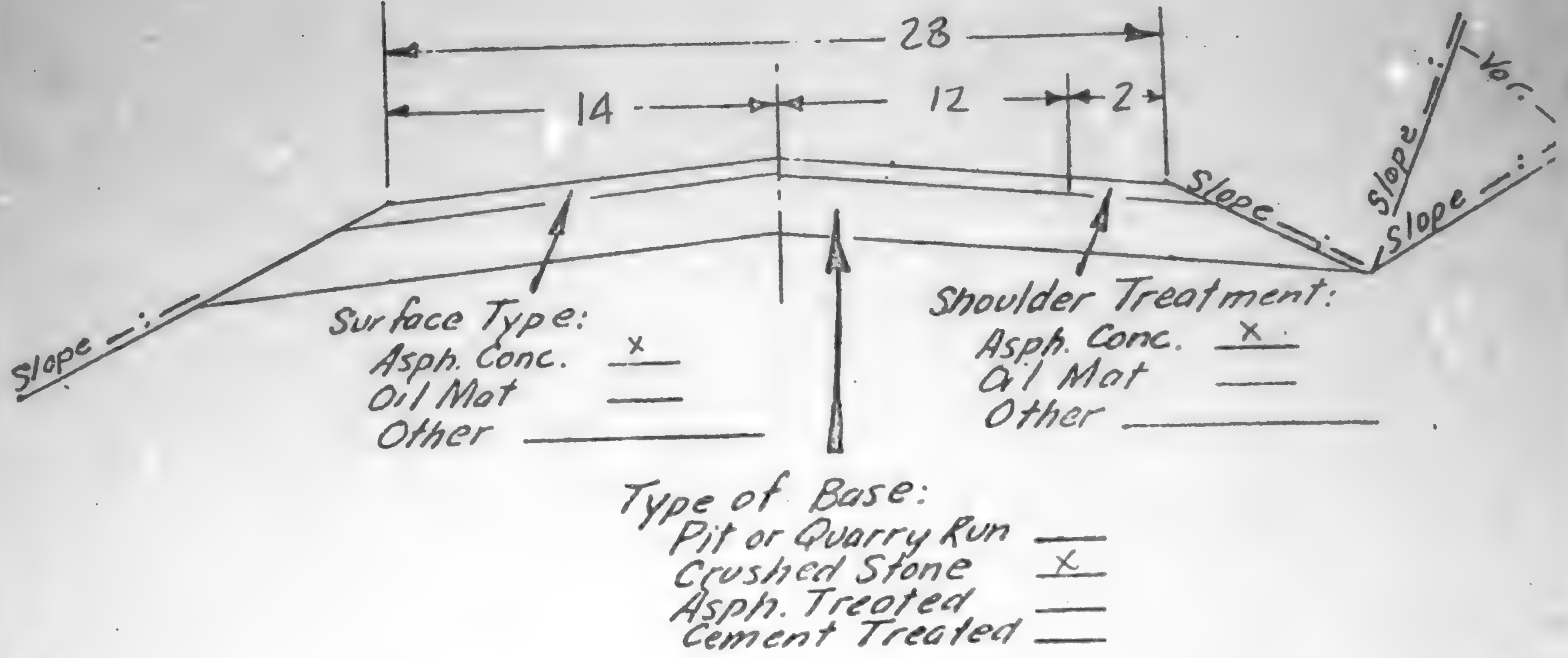

N
PARSON ROAD
EXISTING BRIDGE
New Alignment
GALES CR.
Proposed Bridge
Private park
100 YR. FLOOD
100 YR. FLOOD
1" = 100'

PROPOSED
TYPICAL SECTION

ROADWAY


28
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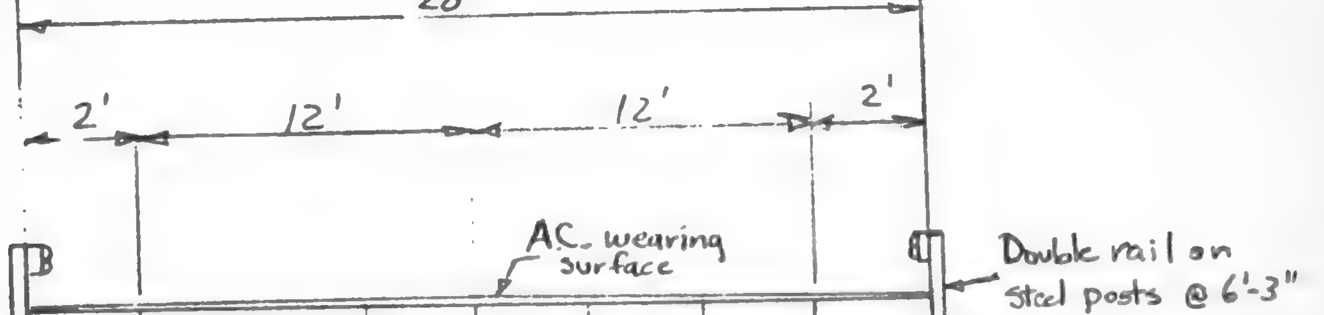
Var.
Slope

Surface Type:
Asph. Conc. x
Oil Mat
Other

Shoulder Treatment:
Asph. Conc. x
Oil Mat
Other

Type of Base:
Pit or Quarry Run
Crushed Stone x
Asph. Treated
Cement Treated

BRIDGE


28'
2'
12'
12'
2'
A.C. wearing surface
Double rail on steel posts @ 6'-3"

9254

FEDERAL AID PROJECT REQUEST

Date February 28, 1979

Applicant Agency Washington County
Request for: Off-System____, FAS-C____, **FAUS**____ **Project** HBR Off-System X
Federal Aid Route No.__________ **Route Name** Parson Road
Project Name Parson Road Bridge (Gales Creek)

Project Length 900 foot **Project Location (Attach sketch map)**
Project Description Construct new pre-cast concrete slab bridge to replace the existing timber structure on a new relocated alignment as per attached drawing.

Average Daily Traffic 240 **Design Speed** 30 MPH

Complete Applicable Sections:

I. ROADWAY DATA

1. Existing Roadway: (Attach sketch)

Width 18 Travel Lanes 2 Shoulders None
Medians No Parking No
Sidewalks None
Remarks

2. Desired Roadway Cross Section: (Attach sketch)

Width 28 Travel Lanes 2 Shoulders 2' each side
Medians No Parking No
Curbed No Length Curb Radii
Sidewalk/Bikeway No
Remarks

II. RIGHT-OF-WAY DATA

1. Existing Right-of-Way:

General Width 60' Minimum 60' Maximum 60'

2. Has right-of-way been acquired for this project subsequent to January 2, 1971?
Yes__________ No X

3. Will additional right-of-way be needed? Yes X No__________
If answer is "yes," will cost of right-of-way be subject to Federal reimbursement? Yes X No__________
Remarks

MA PDM PDE TSE SPC
ODOT - METRO
MAR 1 1979
AM PPS FILE T/A

III. TRAFFIC CONTROL DATA

1. Existing Signalization and Location: N/A

2. **Proposed Signalization:** N/A

Location
Type
Phases
Type of Suspension
Interconnected
Remarks

3. **Permanent Signing:**

Include in project or by applicant? Applicant

4. **Permanent Striping:**

Include in project or by applicant? Applicant

IV. ILLUMINATION DATA N/A

1. **Existing Illumination and Location:**

2. **Proposed Illumination:**

Location
Type
Remarks

V. STRUCTURE DATA

1. **Existing Structure:**

Location 1000' north of Gales Creek Hwy. at Balm Grove
Type Log stringer with Bailey Bridge placed over it
Approach Roadway Width 18' Shoulder Width 0'
Length 47' Width Bailey Bridge is 12.5' wide
To remain in place? No, Washington County has placed a Bailey Bridge over the existing structure in order to provide for one-way traffic.

2. **Proposed Structure:**

Location On the north side of the existing structure
Approximate Size: Length 110' Width 28'

Are sidewalk/bikeways desired? No

Are any utilities to be attached to structure? No

Are provisions for illumination desired? No

Are there any unusual or complicating conditions? No

Remarks According to the Corps of Engineers the 100 year discharge is 7880 cfs just below the bridge. The 100 year flood surface elevation is 302 feet above MSL.

VI. RAILROAD DATA

1. Are there any railroad crossings? Yes______ No X

Name of Railroad______

Existing Crossing Protection______

2. Will existing railroad crossing be altered?______

Remarks______

VII. ACTION PLAN REQUIREMENTS

During project development for Category 1, 2, and 3 projects, the city or county shall perform and document responsibilities as found indexed in the Oregon Action Plan, particularly Citizen Involvement and Participation; Environmental Aspects; and Public Hearing Requirements.

The OSHD Region Engineer will provide assistance, liaison and monitoring for these activities.

Responsible local office and party to be contacted for the following activities:

1. Citizen Involvement — John Crockett, Director of Public Works, Washington Office
2. Environmental — ODOT Office
3. Public Hearing — John Crockett Office

Remarks______

VIII. GENERAL INFORMATION

1. Project preliminary engineering to be performed by:

Applicant______ State X Consultant______

2. **Project construction engineering to be performed by:**

Applicant________ **State** x **Consultant**________

3. **Will applicant perform any work prior to or after award of contract?**

Yes X **No**________

If "yes," describe briefly: Obtain needed right-of-way

4. **Applicant's estimate of cost for requested project:**

Roadway Work	$ 70,000
Right-of-way costs (if participating)	7,500
Traffic control	
Illumination	151,000
Structures	
Railroad	
Other________	
Preliminary engineering	22,000
PROJECT TOTAL	$250,500

Remarks________

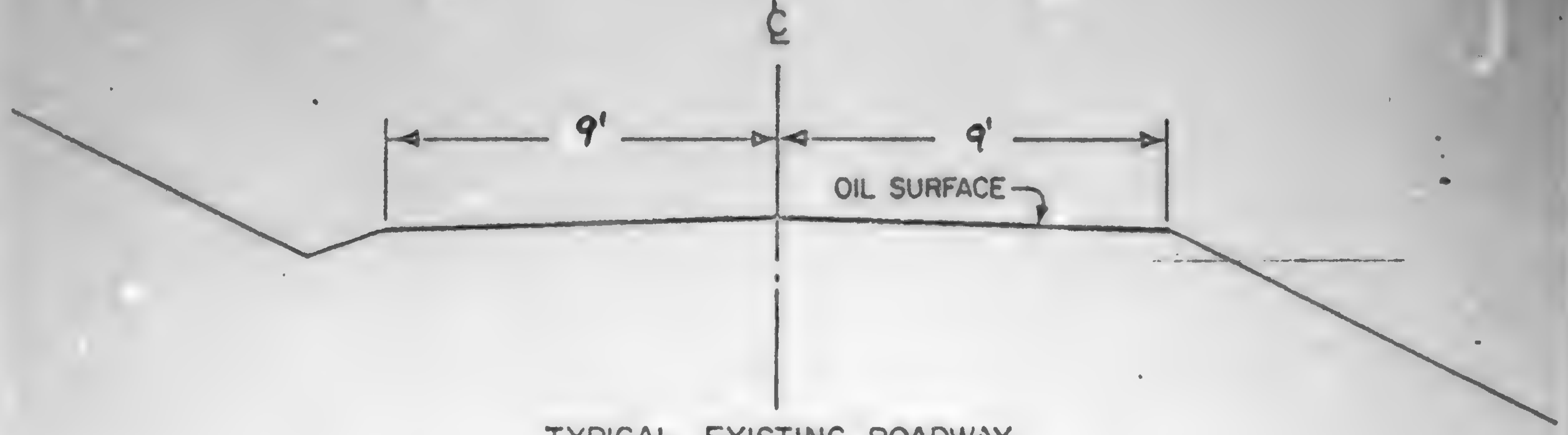
THIS APPLICATION IS AN OFFICIAL REQUEST FROM:

CITY OF ________ and/or WASHINGTON COUNTY

By________ By________

By________ ~~By~~ John F. Crockett

~~By~~ Director of Public Works

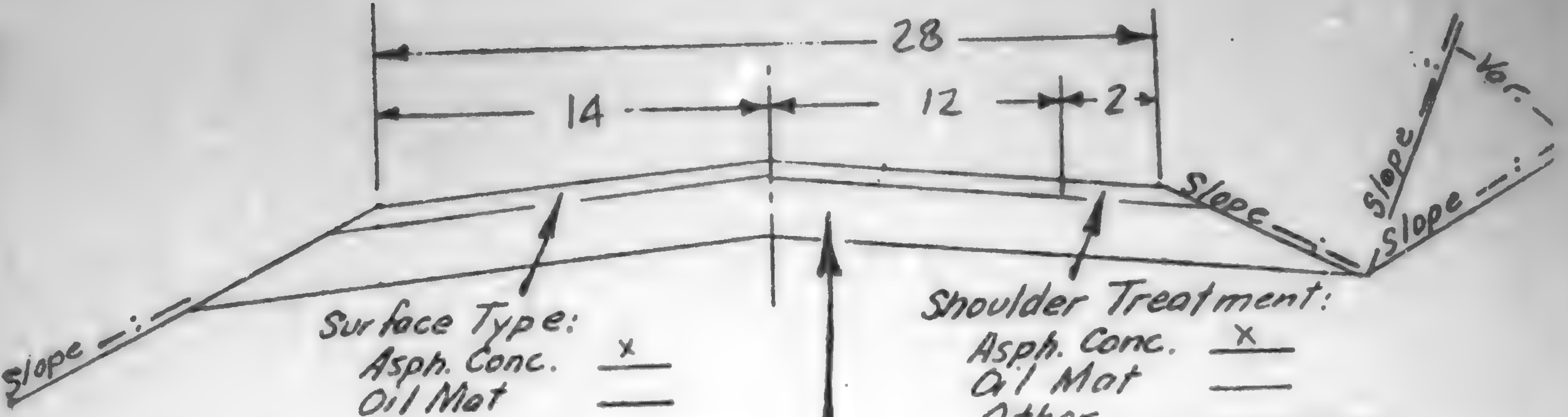

℄
9'
9'
OIL SURFACE

TYPICAL EXISTING ROADWAY

PROPOSED

TYPICAL SECTION

ROADWAY

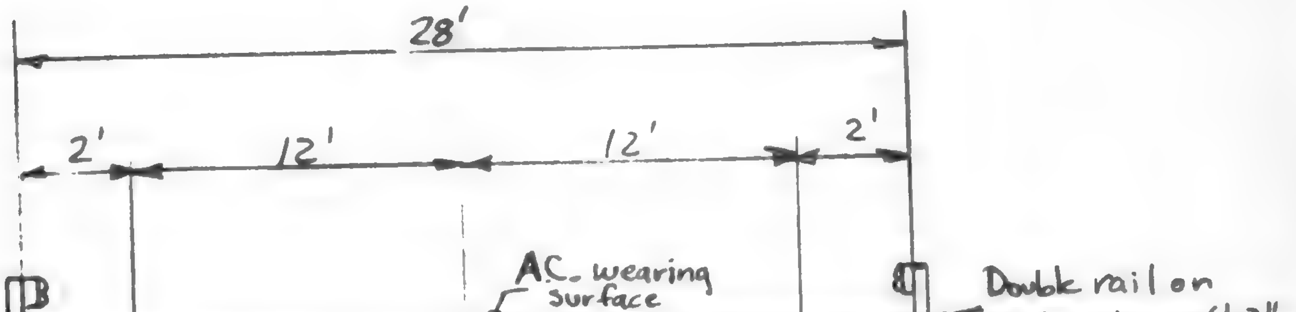

28
14
12
2
Slope
Slope
Slope
Slope
Var.

Surface Type:
Asph. Conc. x
Oil Mat ___
Other ______

Shoulder Treatment:
Asph. Conc. x
Oil Mat ___
Other ______

Type of Base:
Pit or Quarry Run ___
Crushed Stone x
Asph. Treated ___
Cement Treated ___

BRIDGE


28'
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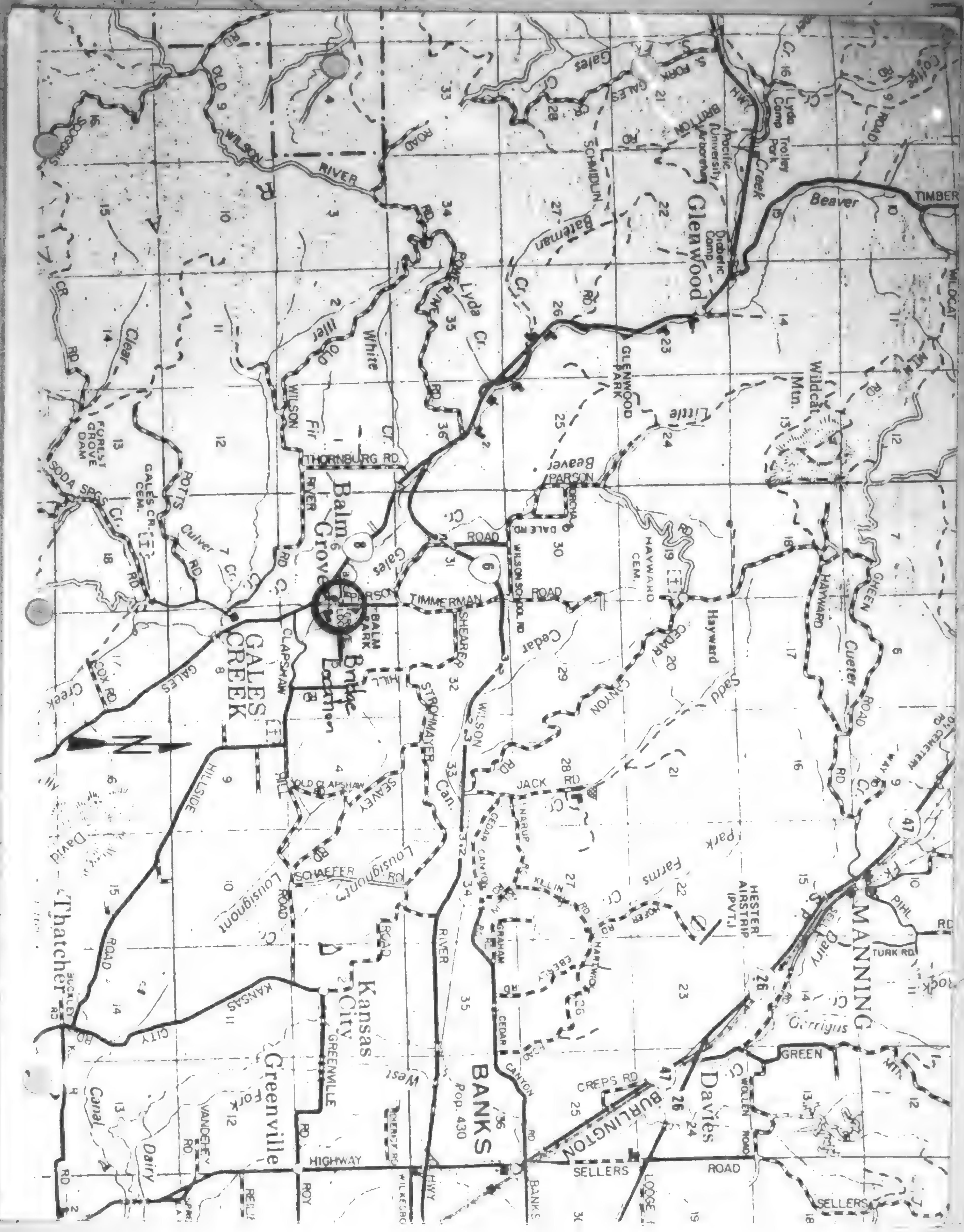
A.C. wearing surface
Double rail on steel posts @ 6'-3"

Glenwood
Balm Grove
GALES CREEK
Bridge Location
BANKS
Pop. 430
Kansas City
Greenville
MANNING
Davies
Thatcher
Wildcat Mtn.
N
TIMMERMAN
ROAD
WILSON SCHOOL RD
PARSON
THORNBURG RD
JACK RD
SCHAEFER RD
SELLERS
ROAD
HIGHWAY
BURLINGTON
KANSAS CITY
HILLSIDE
OLD CLAPSHAW
SEAVEY
STROHMAYER
SHEARER
CLAPSHAW
HILL
COX RD
SODA SPGS
FOREST GROVE DAM
GALES CR. CEM.
POTTS
Culver Cr.
Clear Cr.
OLD 9
WILSON RIVER ROAD
Lyda Cr.
White Cr.
Fir
Gales Cr.
S. FORK GALES
BRITTON RD
SCHMIDLIN
Bateman Cr.
Pacific University Arboretum
Diabetic Camp
Lyda Camp Trolley Park
GLENWOOD PARK
Little Beaver
Beaver Cr.
TIMBER
WILDCAT
Cedar Cr.
CEDAR CANYON
HAYWARD CEM.
Hayward
HAYWARD
GREEN
Cueter ROAD
Lousignont Cr.
Can.
RIVER
NARUP
CEDAR CANYON
KELLIN RD
GRAHAM
EBERLY
HARTWICK
Park Farms Cr.
HESTER AIRSTRIP (PVT.)
Dairy Cr.
Garrigus Cr.
GREEN
MTN
PIHL
TURK RD
CREPS RD
WOLLEN ROAD
West Fork
Canal
Dairy
VANDEHEY RD
REILLY
ROY
WILKESBORO
BANKS
LODGE
BUCKLEY
Thatcher
COLLEGE
WAY RD
CEMETERY RD
6
8
26
47

9254

Parson Road Bridge
File# 79-18

WASHINGTON COUNTY

ADMINISTRATION BUILDING — 150 N. FIRST AVENUE
HILLSBORO, OREGON 97123

BOARD OF COMMISSIONERS
MILLER M. DURIS, Chairman
BILL BLOOM
VIRGINIA DAGG
DAVID FROST
RICHARD C. HEISLER

DEPT. OF PUBLIC WORKS
JOHN F. CROCKETT, Director
ROOM 201
[redacted]

January 5, 1979

MA PDM PDE TSE SPC
ODOT - METRO
JAN 08 1979
AM PPS FILE T/A

Jon Rose
Federal Aid Engineer
Oregon Department of Transportation
5821 N.E. Glisan
Portland, Oregon 97213

Re: HBR Off-System Bridge Requests

Dear Jon:

Enclosed are four Federal Aid Project Requests and Assessments for off-system bridges in Washington County. Although the State has not established a priority list as yet, these bridges are on the computer inventory and are all in very poor condition. All four could go to construction this summer.

For expediency, I requested all the engineering be done by the state. If this is a problem, we can design some ourselves, and then have the state contract them. Which route to use should be based on getting the bridges to construction at the earliest possible date. If you have any questions, please call me.

Sincerely,

Mike Borresen

Mike Borresen, P.E.
Project Development Engineer

MB:ja
Enclosures

1981 N. Main-NE Elliot & NE 9255
Main-NE Kelly Sec. of NE 2nd
& NE 5th St. in Gresham. (Gr. & pav.)

C&A 6525
6527

11/2/78
5/23/78

DE

1200
7
84.00 - Did not collect any advance deposit - Include in Construction advance deposit

Increase of $25,239 - Combined for both City jobs - one on 5th St. and one on 2nd St.

Talked E.J. Dunn 11/10/80 - Nothing from City yet. They said they would get right on it - Dunn will call as soon as he hears

9255

OREGON STATE HIGHWAY DIVISION

ITEMIZED STATEMENT OF FINAL COSTS DATE: April 29, 1985

CITY: GRESHAM AGREEMENT NO: 6527 PROJECT NO: SOS-260 (1&2)

CONTRACT NO: 9255 SECTION: Kelly Ave.-Main Ave., Main St.-NE Elliot Ave.

PRELIMINARY ENGINEERING: (PREFIX 326-1944)

	PARTICIPATING	NONPARTICIPATING
Project Manager	$ 679.48	
Payment to Local Government	3,076.90	
Final Design	662.38	
Region Geology	38.76	
Traffic Section	99.36	
Region Utility Liaison	10.80	
Audit Services	119.39	
Program Section	70.35	
Specifications	454.48	
Administrative Services	12.11	
Environmental Section	53.68	- 0 -
	$ 5,277.69	$ - 0 -

PRELIMINARY ENGINEERING: (PREFIX 326-1938)

Project Manager	$ 588.51	$
Payment to Local Government	3,076.88	
Final Design	501.94	
Region Geology	411.79	
Traffic Section	871.62	
Audit Services	442.74	
Program Section	69.35	
Specifications	1,934.70	
Administrative Services	10.51	
Environmental Section	188.70	
	$ 8,096.74	$ - 0 -

CONSTRUCTION: (PREFIX 326-1036)

Work Performed by Contractor	$ 135,712.98	$
Interest on Final Payment		1,462.52
Work Performed by State	570.77	16.81
Engineering Cost	2,455.92	
Payment to Local Government	10,130.46	
Audit Services	975.54	
Program Section	401.34	
Materials Lab	372.94	
Technical Services	181.40	
Construction Branch	796.48	
General Construction (Accounting)	169.63	
EEO Monitoring	64.37	
	$ 151,831.83	$ 1,479.33

SUMMARY:

P.E. Participating Cost	$ 13,374.43
Const. Participating Cost	151,928.83
TOTAL PARTICIPATING COST	$165,303.26

FEDERAL FUNDS:

P.E. (85.80%)	$ 11,475.26	
Const. (88.18%)	133,885.31	(145,360.57)
SUBTOTAL		$ 19,942.69
Plus Nonparticipating City Cost		1,479.33
Less City Advance Deposit P.E. & Const. AD #858		(65,020.00)
REFUND TO CITY		$ 43,597.98

MKS:pf

9255 (ORIGINAL) 326-1938 326-1036

FORM APPROVED BY
COMPTROLLER GENERAL,
U.S. MAY 12, 1966

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

1-29-85

VOUCHER FOR WORK PERFORMED UNDER PROVISIONS OF THE FEDERAL AID AND FEDERAL HIGHWAY ACTS, AS AMENDED

STATE VOUCHER NO.

FHWA VOUCHER NO.

FHWA SCHEDULE NO.

APPROPRIATION

THE UNITED STATES, DR., TO *(Insert official or depository named in project agreement)*
TREASURER OF THE STATE OF OREGON

ADDRESS
CAPITAL BUILDING, SALEM, OR 97310

PAID BY
(For use of Paying Office)

STATE
OREGON

VOUCHER TYPE *(Check Appropriate Block)*
☐ CURRENT BILLING
☐ OTHER PROGRESS
☒ FINAL VOUCHER (*)

VOUCHER PERIOD
FROM 3-10-78
TO 4-16-84

FEDERAL AID PROJECT NO.
SOS-2602(2)

(*) Use Form FHWA-1447 for Final Voucher for a project constructed under certification acceptance or secondary road procedures (23 U.S.C. 117).

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
$ 8,096.74	$ 8,096.74	.8580	$ 6,947.00	$ 6,947.00	$0.00
153,311.16	151,831.83	.8818	133,885.31	133,885.31	0.00
$161,407.90	$159,928.57	--	$140,832.31	$140,832.31	$0.00

I certify that the costs shown in this voucher have been incurred in accordance with terms of project agreements; applicable State and Federal laws or regulations; and that no claim has previously been submitted for costs claimed.

STATE HIGHWAY AGENCY
OREGON

DATE
1-29-85

SIGNATURE OF AUTHORIZED OFFICIAL
CONTROLLER

I certify that supporting records for costs claimed, and the referenced project (if applicable), have been subjected to required reviews, approvals and inspections by the Federal Highway Administration and that the amount approved is justly due.

AMOUNT SUBMITTED
$0.00

ADJUSTMENTS

AMOUNT APPROVED

SIGNATURE OF FHWA REPRESENTATIVE
(SIGN ORIGINAL ONLY)

DATE APPROVED

FORM PR-20
(REV. 5-78)

PREVIOUS EDITIONS ARE OBSOLETE

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	N. MAIN AVE. - N.E. ELLIOT AVE. SECTION N.E. 2ND STREET GRESHAM MULTNOMAH COUNTY					
	PRELIMINARY ENGINEERING					
	TYPE CODE PE					
	WORK BY CITY OF GRESHAM	ALL REQUIRED			$ 3,076.88	
	STATE	ALL REQUIRED			4,577.12	
	TOTAL PARTICIPATING PRELIMINARY				$ 7,654.00	
	CONSTRUCTION					
	TYPE CODE 6201					
	ROADWAY (STA. 0+18 TO STA. 15+70)					
	alternate "B" (2ND STREET ONLY)					
	FINAL CONTRACT PAYMENT SUMMARY	LUMP SUM			$135,712.98	
SFO	#1 PERMANENT PAVEMENT STRIPING (CITY OF GRESHAM)	ALL REQUIRED			570.77	
	TOTAL PARTICIPATING CONSTRUCTION COST				$136,283.75	
	CONSTRUCTION ENGINEERING					
	WORK BY CITY OF GRESHAM	ALL REQUIRED			$ 10,130.46	
	STATE	ALL REQUIRED			4,377.71	
	TOTAL PARTICIPATING CONSTRUCTION ENGINEERING				$ 14,508.17	
	MISC PROJECT COST					
	AUDIT EXPENSE (CONST.)	ALL REQUIRED			$ 975.54	
	EEO MONITORING EXPENSE	ALL REQUIRED			64.37	
	AUDIT EXPENSE (PE)	ALL REQUIRED			442.74	
	TOTAL MISC PROJECT COST				$ 1,482.65	
	TOTAL PARTICIPATING PROJECT COST				$159,928.57	
	NON PARTICIPATING PROJECT COST					
	INTEREST ON FINAL PAYMENTS	ALL REQUIRED			$ 1,462.52	
	INTEREST ON SFO #1 TO CITY OF GRESHAM	ALL REQUIRED			16.81	
	TOTAL NON PARTICIPATING PROJECT COST				$ 1,479.33	
	TOTAL PROJECT COST				$161,407.90	
	PREPARED BASED ON PARTICIPATING COST AS SHOWN ON THE FEDERAL BILLING AS OF 1-31-85					
	AMOUNT CARRIED FORWARD					

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             326    1935    910     00 P 1                                                5,566.59
             326    1935    911     00 P 1                                                1,449.24
             326    1935    912     00 P 1                                                  114.46
             326    1935    914     00 P 1                                                  150.48
             326    1935    915     00 P 1                                                  352.80
             326    1935    920     00 P 1                                                  445.80
             326    1935    921     00 P 1                                                3,938.47
             326    1935    922     00 P 1                                                   28.19
             326    1935    923     00 P 1                                                  883.06
             326    1935    926     00 P 1                                                6,437.65
             326    1935    926     00 N 1                                                    4.50
             326    1935    980     00 P 1                                                   30.48
                            TOT     P1                                                   77,793.04
                            TOT     N1                                                    3,489.60CR
                         ** JOB TOTALS **              **                **              74,303.44  **

MAIN ST-NE ELLTOT, GRESHAM   CONT NO     * FA PROJ NOS SOS 2602002 100                                     STATE
             326    1938    296     00 N 9                                                1,155.80
             326    1938    296     00 N 9        3,086.08CR          3,086.08CR          8,102.80CR
             326    1938    298     00 N 9        3,086.08            3,086.08            6,947.00
             326    1938    901     00 P 1                                  50.40            588.51
             326    1938    903     00 P 1                                                3,076.88
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ACCOUNT SUMMARY - EXPENDITURES & LEDGERS                               FEBRUARY 1985        PAGE  959

                                                                            FISCAL            GRAND TOTAL
        DESCRIPTION               PREFIX  FUNCTION SUB F.  GR  CURRENT MONTH   YEAR TO DATE        TO DATE
                                 326    1938    905     00 P 1                                      501.94
                                 326    1938    910     00 P 1                                      411.79
                                 326    1938    911     00 P 1                                      871.62
                                 326    1938    915     00 P 1                                      442.74
                                 326    1938    920     00 P 1                        88.58CR        69.35
                                 326    1938    921     00 P 1                                    1,934.70
                                 326    1938    922     00 P 1                         4.50CR        10.51
                                 326    1938    923     00 P 1                                      188.70
                                                TOT     P1                            42.68CR     8,096.74
                                             ** JOB TOTALS **              **         42.68CR**   8,096.74  **

  BNRR XING @ NW 107TH PORTLAND CONT NO     * FA PROJ NOS RRO 000S003 100                                    STATE
                                 326    1940    296     00 N 9                                    1,520.56CR
                                 326    1940    298     00 N 9                                    1,368.50
                                 326    1940    299     00 N 9                                      152.06
                                 326    1940    901     00 P 1                                    1,316.58
                                 326    1940    905     00 P 1                                       98.20
                                 326    1940    914     00 P 1                                       92.35
                                 326    1940    920     00 P 1                                       13.43
                                                TOT     P1                                        1,520.56
                                             ** JOB TOTALS **              **            **       1,520.56  **
```

DESCRIPTION	PREFIX		FUNCTION	SUB F.	GR	CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE	ACTIVE YRS BEG	END
N MAIN AVE-NE ELLIOT	CONT NO 9255 * FA PROJ NOS SOS 2602002 100								STATE	
	326	1036	201	00	P 1			135,712.98	81	83
	326	1036	206	00	N 1			1,462.52	83	83
	326	1036	270	01	P 1			570.77	83	83
	326	1036	270	01	N 1			16.81	83	83
	326	1036	295	00	N 9			25,877.69	81	[illegible]
	326	1036	296	00	N 9	83.17CR	189.99CR	159,763.00CR	81	86
	326	1036	298	00	N 9	83.17	189.99	133,886.31	81	86
	326	1036	900	00	P 1		85.41	2,455.92	81	85
	326	1036	903	00	P 1			10,130.46	82	83
	326	1036	915	00	P 1			975.54	82	83
	326	1036	920	00	P 1			401.34	81	83
	326	1036	940	00	P 1			358.30	81	81
	326	1036	941	00	P 1			14.64	81	82
	326	1036	944	00	P 1			181.40	83	84
	326	1036	945	00	P 1			796.48	81	83
	326	1036	948	00	P 1		78.68	169.63	81	85
	326	1036	985	00	P 1			64.37	81	81
			TOT		P1		164.09	151,831.83		
			TOT		N1			1,479.33		
			** JOB TOTALS **			**	164.09 **	153,311.16 **		
SE PRTLD-SIG MODIF-10 LOCATIO	CONT NO * FA PROJ NOS XI 000C017 100								STATE	
	326	1037	295	00	N 9		77.30	77.30	84	84
	326	1037	296	00	N 9		77.30CR	515.33CR	81	84
	326	1037	298	00	N 9			438.03	81	84
	326	1037	900	02	P 1			73.80	82	83
	326	1037	915	00	P 1			382.78	82	83
	326	1037	920	00	P 1			16.25	82	82
	326	1037	948	00	P 1			42.50	81	83
			TOT		P1			515.33		
			** JOB TOTALS **			**	**	515.33 **		
ART ST OLAY PROJ NO 2	CONT NO 9327 * FA PROJ NOS X10 0000038 100 XI 0000038								STATE	
	326	1039	201	00	P 1			470,735.26	81	84
	326	1039	201	00	P 2			510,192.19	82	84
	326	1039	208	00	N 1			50.93CR	82	82
	326	1039	270	01	P 1			2,253.73	82	83
	326	1039	294	00	N 1			3,682.58CR	82	82
	326	1039	295	00	N 9		723.08CR	59,636.92	81	84
	326	1039	296	00	N 9		723.08	956,394.29CR	81	84
	326	1039	298	00	N 9			896,757.37	81	84
	326	1039	900	00	P 1			6,147.34	81	83
	326	1039	900	00	N 1			18.98	82	82
	326	1039	903	00	P 1			61,376.31	82	82
	326	1039	915	00	P 1			401.44	83	83

801
BILLING NUMBER 37

OREGON STATE HIGHWAY DIVISION
FHWA BILLING VOUCHER

03/28/85

PREFIX	GRP FL	FED AID PROJ APPR	AGREEMENT AMOUNT	TOTAL COSTS TO DATE	PARTIC. AMOUNT	% OF PARTIC.	FEDERAL SHARE	AMOUNT PREV. CLAIMED	ADJUSTMENT AND CODE	AMOUNT OF THIS VOUCHER
326-1938	1	SOS -2602-002 APPR-680	6,947.00	8,096.74	8,096.74	85.80	6,947.00	6,947.00		
326-1940	1 *	RRO -000S-003 APPR-685	1,368.50	1,520.56	1,520.56	90.00	1,368.50	1,368.50		
326-1944	1 *	SOS -2602-001 APPR-680	4,528.26	5,277.69	5,277.69	85.80	4,528.26	4,528.26		
326-1945	1 *	SOS -2601-004 APPR-680	643.53	750.04	750.04	85.80	643.53	643.53		
326-1948	1 *	SOS -2601-007 APPR-680	4,516.59	4,825.12	5,265.93	85.77	4,516.59	4,516.59		
326-1949	1	M -9822-003 APPR-W36	146,160.00	159,818.32	168,948.35	85.80	144,957.68	144,957.68		
326-1950	1	RR00-000S-006 APPR-686	675.00	261.81	261.81	90.00	235.63	235.63		
326-1952	1 *	M -9956-006 APPR-W36	16,606.69	18,614.88	19,361.89	85.77	16,606.69	16,606.69		
326-1953	1 *	M -000C-008 APPR-W36	7,083.25	8,271.44	8,258.42	85.77	7,083.25	7,083.25		
326-1955	1	RR00-000S-029 APPR-686	900.00	656.22	649.32	90.00	584.39	584.39		
326-1958	1	RRO -000S-048 APPR-685	2,250.00	427.96	427.96	90.00	385.16	385.16		
326-1959	1 *	XI -9891-001 APPR-823	9,350.70	11,044.38	10,902.06	85.77	9,350.70	9,350.70		
326-1960	1 *	XI -0000-008 APPR-823	8,420.09	9,817.06	9,817.06	85.77	8,420.09	8,420.09		
	2 *	XIO -0000-008 APPR-772	2,090.44	2,437.26	2,437.26	85.77	2,090.44	2,090.44		
326-1960		PREFIX TOTALS	10,510.53	12,254.32	12,254.32		10,510.53	10,510.53		
326-1961	1 *	XIO -9877-001 APPR-772	7,360.06	8,591.52	8,581.16	85.77	7,360.06	7,360.06		
326-1965	1 *	M -9956-003 APPR-W36	191,766.07	247,058.37	245,256.51	78.19	191,766.07	191,766.07		
326-1966	1 *	XI -9926-002 APPR-823	259,183.40	281,426.49	304,921.65	85.00	259,183.40	259,183.40		
	2 *	XIO -9926-002 APPR-772	33,585.91	39,512.84	39,512.84	85.00	33,585.91	33,585.91		
326-1966		PREFIX TOTALS	292,769.31	320,939.33	344,434.49		292,769.31	292,769.31		
326-1968	1 *	M -000C-012 APPR-W36	11,314.79	12,546.46	12,835.84	88.15	11,314.79	11,314.79		
326-1970	1 *	M -000C-013 APPR-W36	10,757.48	11,907.52	12,199.46	88.18	10,757.48	10,757.48		
326-1971	1 *	M -000C-011 APPR-W36	4,254.50	4,694.30	4,824.79	88.18	4,254.50	4,254.50		
326-1977	1 *	M -9793-001 APPR-W36	147,732.39	172,429.55	172,182.27	85.80	147,732.39	147,732.39		
326-1978	1 *	M -9926-001 APPR-W36	325,346.66	381,661.90	379,191.91	85.80	325,346.66	325,346.66		
	2	XI -9926-001 APPR-823				85.00				
326-1978		PREFIX TOTALS	325,346.66	381,661.90	379,191.91		325,346.66	325,346.66		

PREFIX	GRP FL	FED AID PROJ APPR	AGREEMENT AMOUNT	TOTAL COSTS TO DATE	PARTIC. AMOUNT	% OF PARTIC.	FEDERAL SHARE	AMOUNT PREV. CLAIMED	ADJUSTMENT AND CODE	AMOUNT OF THIS VOUCHER
326-1022	1	RRO -000S-102 APPR-685	66,225.05	73,583.39	73,583.39	90.00	66,225.05	66,225.05		
326-1023	1	XI -9926-004 APPR-823	175,100.00	205,469.19	205,469.19	85.00	174,648.81	174,648.81		
326-1024	1#	M -000C-015 APPR-036	29,827.00	33,746.93	33,836.64	88.15	29,827.00	29,827.00		
	2#	XI -000C-015 APPR-823	51,977.00	61,227.50	61,149.41	85.00	51,977.00	51,977.00		
	3#	XI -000C-015 APPR-823	3,357.43	3,949.92	3,949.92	85.00	3,357.43	3,357.43		
326-1024		PREFIX TOTALS	85,161.43	98,924.35	98,935.97		85,161.43	85,161.43		
326-1025	1#	XI -9704-004 APPR-823	693,651.22	812,390.39	816,060.26	85.00	693,651.22	693,651.22		
	2#	XIO -9704-004 APPR-772	117,538.00	138,280.00	138,280.00	85.00	117,538.00	117,538.00		
	8#	XI -9704-004 APPR-823	92,246.67	108,696.75	108,525.49	85.00	92,246.67	92,246.67		
326-1025		PREFIX TOTALS	903,435.89	1059,367.14	1062,865.75		903,435.89	903,435.89		
326-1026	1#	XI -000C-014 APPR-823	645,022.47	758,849.96	758,849.96	85.00	645,022.47	645,022.47		
326-1027	1#	XI -000C-016 APPR-823	129,310.26	152,423.09	152,129.72	85.00	129,310.26	129,310.26		
326-1028	1#	XI -9823-001 APPR-823	118,963.48	141,678.86	139,957.04	85.00	118,963.48	118,963.48		
	2#	XI -9699-002 APPR-823	114,239.69	135,330.14	134,399.63	85.00	114,239.69	114,239.69		
326-1028		PREFIX TOTALS	233,203.17	277,009.00	274,356.67		233,203.17	233,203.17		
326-1029	1#	XI -9326-004 APPR-823	44,724.33	53,883.24	52,616.86	85.00	44,724.33	44,724.33		
326-1032	1	XI -9793-003 APPR-823	4448,950.00	4824,089.42	4814,768.46	85.00	4092,553.19	4092,553.19		
326-1034	1#	XI -9956-007 APPR-823	214,316.77	252,146.36	252,137.38	85.00	214,316.77	214,316.77		
326-1035	1#	XI -9956-007 APPR-823	7,381.62	8,684.26	8,684.26	85.00	7,381.62	7,381.62		
326-1036	1	SOS -2602-002 APPR-680	133,885.31	153,311.16	151,831.83	88.18	133,885.31	133,885.31		
	2	0000-0000-000 APPR-000								
326-1036		PREFIX TOTALS	133,885.31	153,311.16	151,831.83		133,885.31	133,885.31		
326-1037	1#	XI -000C-017 APPR-823	438.03	515.33	515.33	85.00	438.03	438.03		
326-1039	1#	XIO -0000-038 APPR-772	463,094.01	541,152.88	544,816.48	85.00	463,094.01	463,094.01		
	2#	XI -0000-038 APPR-823	433,663.36	510,192.19	510,192.19	85.00	433,663.36	433,663.36		
326-1039		PREFIX TOTALS	896,757.37	1051,345.07	1055,008.67		896,757.37	896,757.37		

9255

STATE COPY

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL ACCEPTANCE REPORT

3-6-84

REGION NO. 10	REPORT NO.	COUNTY Multnomah	DIVISION 9255 Oregon
DATE OF REPORT March 6, 1984	REPORT MADE BY C.O.Fredrickson, Construction Engineer		PROJECT NO. SOS-2602(1) SOS-2602(2)
COMPLETION DATE August 28, 1981	ACCEPTANCE DATE BY CONTRACT AGENCY November 9, 1982	TIME ELAPSED 100 %	CONTRACT TIME 150 CD
APPROVED EXTENSIONS	LOCATION N. Main Ave.-NE Elliot Ave. & N. Main Ave.-NE Kelly Ave. (Gresham) Section of NE 2nd Street & NE 5th Street in the City of Gresham.		

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.

*A copy of the State's materials certificate is attached to the Division office copy of this report.

There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

NOTED
W. E. SCHWARTZ

RECEIVED
STATE HWY ENGR
APR 16 '84
REFER TO Fredrickson
FOR

Info	Inves	R/D	D/R	Sign	Act	File

ay
4/19

1. Description of Improvement as Programed:

   A. Construction of roadbed, aggregate base and asphalt concrete pavement.

   B. Installation of pipe.

   C. Construction of concrete curbs and sidewalk ramps.

   D. Performance of such additional and incidental work as is called for by the specifications and plans.

2. Contractor's Name: Gresham Paving, Inc.

3. Contract Amount: $130,305.08

4. CERTIFICATION: I certify that the above listed project was completed as programed and in accordance with the procedures and standards contained in the State's approved Certification Acceptance Agreement. Final acceptance by the Federal Highway Administration is requested.

Signature (SHD Official) C.O. Fredrickson

Title Construction Engineer

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE Thomas P Lowe		SIGNATURE G. K. Hossner Original Signed By G. K. HOSSNER Field Operations Engineer	
TITLE Area Engineer	DATE 3/30/84	TITLE Field Operations Engineer	DATE 4/16/84

FORM FHWA-1446 B (12-73) FORMERLY PR-33E

Previous Editions of PR-33E Will Not Be Used.

9255

ORIGINAL

7-28-83

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL VOUCHER FOR PAYMENT UNDER 23 U.S.C. 117

D.O. VOUCHER NO.

STATE VOUCHER NO.

DATE

FHWA SCHEDULE NO.

PAID BY

Appropriation:

The United States, Dr., TO Treasurer of the State of Oregon

Address Capitol Bldg. - Salem, OR 97310

STATE Oregon

FEDERAL AID PROJECT NO. SOS-2602(1)

PROGRAM APPROVED

VOUCHER PERIOD From: 3/10/78 To: 12/13/82

FINANCIAL DATA

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
$5,277.69	$5,277.69	85.80%	$4,528.26	$4,528.26	$ 0.00

The undersigned State highway agency certifies as follows: The above-mentioned project has been completed; the plans, design and construction for said project are in accord with the laws, standards and procedures of this State applicable to projects in this category approved by the Federal Highway Administration or such project exceptions as have been approved by FHWA; and no claim has been presented to or payment made by the United States for the work for which payment is claimed herein.

SIGN ORIGINAL ONLY

Oregon *State Highway Agency*

By Controller *Authorized Officer* 7/28/83 *Date*

I certify that a final inspection of the above project has been made by an authorized official of the Federal Highway Administration. On the basis of such inspection and the State highway agency's certification the amount claimed is approved for payment.

Amount submitted $ 0.00

Adjustments $

Amount Approved $

SIGN ORIGINAL COPY

Signature of Authorized FHWA Representative *Date*

Form FHWA-1447 (4-78) PREVIOUS EDITIONS ARE OBSOLETE

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	N. Main Ave.-N.E. Kelly Ave. Section N.E. 5th Street Gresham Multnomah County					
	Preliminary Engineering					
	Type Code P.E.					
	City of Gresham	All	Required		$3,076.90	
	State	All	Required		2,081.40	
	Total Participating Project Cost				$5,1[illegible].30	
	Misc. Project Cost					
	Audit Expense	All	Required		119.39	
	Total Participating Project Cost				$5,277.69	
	Prepared based on Participating Costs as shown on Federal Billing as of 8/4/83.					
	AMOUNT CARRIED FORWARD					

802 680 BILLING NUMBER 09

OREGON STATE HIGHWAY DEPARTMENT
FHWA BILLING VOUCHER

09/22/83

PREFIX	GRP FL	FED AID PROJ	AGREEMENT AMOUNT	TOTAL COSTS TO DATE	PARTIC. AMOUNT	% OF PARTIC	FEDERAL SHARE	AMOUNT PREV CLAIMED	ADJUSTMENT AND CODE	AMOUNT OF THIS VOUCHER
>426-1029	1*	SOS -2600-001				100.00				
226-1901	1*	SOS -2600-001	4,488.87	5,231.78	5,231.78	85.80	4,488.87	4,488.87		
>426-1915	1*	SOS -2600-001	4,342.99	4,342.99	4,342.99	100.00	4,342.99	4,342.99		
		PROJ TOTALS	139,238.00	217,981.36	161,563.28		139,238.00	139,238.00		
326-1017	1#	SOS -2601-002	46,882.50	56,221.80	54,641.61	85.80	46,882.50	46,882.50		
426-1018	1#	SOS -2601-002	4,817.24	5,614.50	5,614.50	85.80	4,817.24	4,817.24		
326-1946	1#	SOS -2601-002								
>426-1917	1#	SOS -2601-002								
		PROJ TOTALS	51,699.74	61,836.30	60,256.11		51,699.74	51,699.74		
326-1017	2#	SOS -2601-003	55,747.12	67,059.47	64,973.33	85.80	55,747.12	55,747.12		
426-1018	2*	SOS -2601-003								
326-1947	1#	SOS -2601-003	4,569.68	5,325.97	5,325.97	85.80	4,569.68	4,569.68		
>426-1918	1#	SOS -2601-003				100.00				
		PROJ TOTALS	60,316.80	72,385.44	70,299.30		60,316.80	60,316.80		
326-1945	1#	SOS -2601-004	643.53	750.04	750.04	85.80	643.53	643.53		
>426-1919	1#	SOS -2601-004	7,643 .7	7,643.67	7,643.67	100.00	7,643.67	7,643.67		
		PROJ TOTALS	8,287.20	8,393.71	8,393.71		8,287.20	8,287.20		
>326-1017	3#	SOS -2601-006	5,885.40	7,036.92	6,859.44	85.80	5,885.40	5,885.40		
>426-1018	3*	SOS -2601-006								
326-1942	1#	SOS -2601-006	2,202.37	2,566.87	2,566.87	85.80	2,202.37	2,202.37		
>426-1921	1#	SOS -2601-006				100.00				
		PROJ TOTALS	8,087.77	9,603.79	9,426.31		8,087.77	8,087.77		
326-1011	1#	SOS -2601-007	28,736.30	36,275.02	33,503.91	85.77	28,736.30	28,736.30		
>426-1013	1#	SOS -2601-007				100.00				
326-1948	1#	SOS -2601-007	4,516.59	4,825.12	5,265.93	85.77	4,516.59	4,516.59		
>426-1922	1#	SOS -2601-007				100.00				
		PROJ TOTALS	33,252.89	41,100.14	38,769.84		33,252.89	33,252.89		
326-1944	1#	SOS -2602-001	4,528.26	5,277.69	5,277.69	85.80	4,528.26	4,528.26		
>326-1036	1	SOS -2602-002	137,177.00	152,847.74	151,385.22	88.15	133,446.07	133,446.07	3,122.62 B	
326-1938	1	SOS -2602-002	3,861.00	8,139.42	8,139.42	85.80	6,983.62	3,861.00	3,122.62	
		PROJ TOTALS	141,038.00	160,987.16	159,524.64		140,429.69	137,307.07		
227-1095	1#	SOS -2700-001	153,416.22	179,264.08	178,869.33	85.77	153,416.22	153,416.22		
227-1960	1#	SOS -2700-001	20,062.90	23,704.09	23,391.51	85.77	20,062.90	20,062.90		
		PROJ TOTALS	173,479.12	202,968.17	202,260.84		173,479.12	173,479.12		
>228-1056	1#	SOS -2800-001	1,235.00	19,861.59	1,400.54	88.18	1,235.00	1,235.00		

ACCOUNT SUMMARY - EXPENDITURES & LEDGERS

AUGUST 1983

DESCRIPTION	CONT NO	PREFIX	FUNCTION	SUB F. GR	CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE	
	326	1940	298	00 N 9	693.50	693.50	1,368.50	
	326	1940	901	00 P 1		725.82	1,316.58	
	326	1940	905	00 P 1			98.20	
	326	1940	914	00 P 1			92.35	
	326	1940	920	00 P 1			13.43	
			TOT	P1		725.82	1,520.56	
			** JOB TOTALS **		**	725.82 **	1,520.56 **	
HASSALO ST INTERSECT, NE 68	CONT NO		* FA PROJ NOS	SOS 2601006 100				STATE
	326	1942	295	00 N 9			364.50	
	326	1942	296	00 N 9			2,566.87CR	
	326	1942	298	00 N 9			2,202.37	
	326	1942	901	00 P 1			158.50	
	326	1942	903	00 P 1			1,217.95	
	326	1942	905	00 P 1			326.75	
	326	1942	913	00 P 1			48.90	
	326	1942	915	00 P 1			441.01	
	326	1942	920	00 P 1			12.14	
	326	1942	921	00 P 1			103.46	
	326	1942	922	00 P 1			24.20	
	326	1942	923	00 P 1			233.96	
			TOT	P1			2,566.87	
			** JOB TOTALS **		**	**	2,566.87 **	
KELLY/CLEVELAND, GRESHAM	CONT NO		* FA PROJ NOS	SOS 2602001 100				STATE
	~~326~~	~~1944~~	~~295~~	~~00 N 9~~			~~681.71~~	
	~~326~~	~~1944~~	~~296~~	~~00 N 9~~	~~2,755.26CR~~	~~2,755.26CR~~	~~5,209.97CR~~	
	~~326~~	~~1944~~	~~298~~	~~00 N 9~~	~~2,755.26~~	~~2,755.26~~	~~4,528.26~~	
	326	1944	901	00 P 1			679.48	
	326	1944	903	00 P 1			3,076.90	
	326	1944	905	00 P 1			662.38	
	326	1944	910	00 P 1			38.76	
	326	1944	911	00 P 1			99.36	
	326	1944	914	00 P 1			10.80	
	326	1944	915	00 P 1			119.39	
	326	1944	920	00 P 1			70.35	
	326	1944	921	00 P 1			454.48	
	326	1944	922	00 P 1			12.11	
	326	1944	923	00 P 1			53.68	
			TOT	P1			5,277.69	
			** JOB TOTALS **		**	**	5,277.69 **	
SW 9TH-SW 8TH, PORTLAND	CONT NO		* FA PROJ NOS	SOS 2601004 100				STATE
	326	1945	296	00 N 9			643.53CR	
	326	1945	298	00 N 9			643.53	
	326	1945	901	00 P 1			126.83	

9255

HIGHWAY DIVISION

ACC

April 12, 1983

Jan Peterson
Highway Accounting

HR
Hal Reynoldson
Local Programs Coordinator

Main St.-NE Elliot Avenue Section
NE Second Street

Kelly Ave.-Main Avenue Section
NE Fifth Street
SOS-260 2 (1) & (2)
Contract No. 9255

When the contract for this project was let the Federal funds for this project were limited to $89,689. Since then Portland has authorized us to apply any of their unused SOS funds to this project. There is sufficient Federal SOS remaining to cover the costs over the $89,689.

HR:pf

9255 STATE CO B

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	State Oregon
MONTHLY TRANSACTION NUMBER 3-19	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County Multnomah
PROJECT REPORT NUMBER	3-1-83	Project Number S0S-2602(2)
MODIFICATION NUMBER 2		

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on November 11 , 19 78 , is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 154,212.00	$ 164,380.00
Federal funds	$ 123,916.00	$ 141,038.00
Other revisions		

This modification is made for the following reasons: to include increase in construction costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 1st day of March , 19 83 .

Oregon State Highway Division
(Official name of Highway Agency)

By

Acting Program Section Manager
(Title)

XXXBy For: H.S. Coulter, P.E.

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

Gen. File

Oregon State Highway Divisio
Salem, Oregon February 22, 1983

Federal-Aid Project
No. SOS-2602(2)

N. Main Ave.-N.E. Elliot Ave Section
N.E. 2nd Street, Gresham
Multnomah County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code PE
Preliminary Engineering

Preliminary Engineering	All Required	$ 4,500.00

Type Code 6201
Roadway (Sta. 0+18 to Sta. 15+70)
Alternate "B" (2nd Street Only)

Subtotal of previous estimate of May 8, 1981	$ 131,905.08

Previous Estimate

Trench Excavation	376	Cu. Yd.	3.30	$ 1,240.80
Class "B" or "C" Asph. Conc.	1,070	Ton	30.25	32,367.50
				$ 33,608.30

Revised Estimate

Trench Excavation	500	Cu. Yd.	3.30	$ 1,650.00
Class "B" or "C" Asph. Conc.	1,218	Ton	30.25	36,844.50
Sub-Excavation	196	Cu. Yd.	4.70	921.20
3"-0" Rock (P.A. #1)	196.5	Ton	10.75	2,112.38
Construction Fabric (P.A. #4)	2,420	Sq. Yd.	1.00	2,420.00
				$ 43,948.08

Increase	$ 10,339.78
Subtotal	142,244.86
Engineering	17,635.14
Total	$ 159,880.00

Length of Roadway ----------------- 0.294 mi.
Cost of Roadway Per Mile ----------$557,414.96

SUMMARY OF FUNDS (85.8%)

Description	Total Cost	Federal Funds	City Funds
Preliminary Engineering	$ 4,500.00	$ 3,861.00	$ 639.00
Roadway	159,880.00	137,177.00	22,703.00
Total	$ 164,380.00	$ 141,038.00	$ 23,342.00

Group 1 100%
Contract No. 9255
Prefix: 326-1938
Prefix: 326-1036

9255 State

TO BE COMPLETED BY FHWA	S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	State Oregon
MONTHLY TRANSACTION NUMBER 6-17		County Multnomah
PROJECT REPORT NUMBER	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT 5-28-81	Project Number SOS-2602(2)
MODIFICATION NUMBER		

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on November 8, 19 78, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 5,200.00	$ 154,212.00
Federal funds	$ 4,461.00	$ 123,916.00
Other revisions		

This modification is made for the following reasons: to add the construction cost.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 28th day of May, 1981.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Asst. State Highway Engineer
(Title)

By For: H.S. Coulter

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

File

Oregon State Highway Division
Salem, Oregon May 8, 1981

Federal Aid Project
No. SOS-2602(2)

N. Main Ave. - N.E. Elliot Ave. Section
N.E. 2nd Street, Gresham
Multnomah County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code PE

Preliminary Engineering		All Required	$ 4,500.00

Type Code 6201
Roadway (Sta. 0+18 to Sta. 15+70)

Alternate "B" (2nd Street Only)

Mobilization			All Required	$ 4,500.00
Temporary Protection and Direction of Traffic			All Required	2,500.00
Temporary Signs	195	Sq. Ft.	6.00	1,170.00
Temporary Barricades	4	Each	122.75	491.00
Flagmen	80	Hour	22.00	1,760.00
Removal of Structues and Obstructions			All Required	1,500.00
Cold Plane Pavement Removal	1,660	Lin. Ft.	1.65	2,739.00
General Excavation	2,940	Cu. Yd.	4.40	12,936.00
Trench Excavation	376	Cu. Yd.	3.30	1,240.80
Select Backfill	315	Cu. Yd.	9.90	3,118.50
3/4"-0 Aggregate Base	470	Ton	9.20	4,324.00
1 1/2"-0 Aggregate Base	4,110	Ton	9.20	37,812.00
Class "B" or Class "C" Asphalt Concrete	1,070	Ton	30.25	32,367.50
Reinforcing Fabric	1,660	Lin. Ft.	0.40	664.00
12-inch Sewer Pipe	142	Lin. Ft.	11.66	1,655.72
21-inch Sewer Pipe	44	Lin. Ft.	28.05	1,234.20
24-inch Sewer Pipe	276	Lin. Ft.	28.16	7,772.16
Bedding Material	54	Cu. Yd.	9.90	534.60
Concrete Manholes	2	Each	1,133.00	2,266.00
Concrete Inlets	6	Each	264.00	1,584.00
Sidewalk Ramps	15	Each	412.50	6,187.50
Concrete Curbs	322	Lin. Ft.	6.05	1,948.10
				$130,305.08

Anticipated Items

Permanent Signing	All Required	$ 400.00
Permanent Pavement Striping	All Required	1,200.00
		$ 1,600.00
	SUBTOTAL	$131,905.08
	Engineering	17,806.92
	TOTAL	$149,712.00

Length of Roadway ------------ 0.294 mi.
Cost of Roadway Per Mile -----$509,224.49

SUMMARY OF FUNDS (85.80%)

Description	Total Cost	Federal Funds	City Funds
Preliminary Engineering	$ 4,500.00	$ 3,861.00	$ 639.00
Roadway	149,712.00	120,055.00	29,657.00
TOTAL	$154,212.00	$ 123,916.00*	$30,296.00

*Note: Fixed Amount

Group 1 100%
Contract No. 9255
Prefix 326-1938
Prefix 326-1036

STATE COPY

OMB No. 04-R2089

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO. 11-99	U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION FEDERAL-AID PROJECT AGREEMENT 11-8-78	ate Oregon County Multnomah Project No. SOS-2602(2)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

City Street, NE Second St. (Gresham)

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING	3-10-78	0.30
RIGHTS-OF-WAY		
CONSTRUCTION	3-10-78	0.30
OTHER *(Specify)*		

FUNDS

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 5,200.00	$ 4,461.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By E S Hunter

Technical Services Engineer
(Title)

XX For: H. S. Coulter
By

State Highway Engineer
(Title)

By

(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: G. L. Green

Date executed by Division Administrator NOV 8 1978

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

File

Federal Aid Project
No. SOS-2602(2)

Oregon State Highway Division
Salem, Oregon Oct. 30, 1978

Main St.-NE Elliot Ave. (Gresham) Section
City Street in Multnomah County

Project Agreement Estimate

Type Code PE		
Preliminary Engineering		
Preliminary Engineering	All Required	$5,200.00
	Total	$5,200.00

Length of Project. . . . . 0.30 miles

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	City Funds
Preliminary Engineering	$ 5,200.00	$ 4,461.00	$ 739.00
Retain in PS&E Status	52,540.00	45,079.00	7,461.00
Total	$57,740.00	$49,540.00	$8,200.00

Group 1 - 100%
Prefix 326-1938

9255

12-82

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ACCOUNT SUMMARY - EXPENDITURES & LEDGERS                          DECEMBER 1982        PAGE 799
                                                                        FISCAL         GRAND TOTAL
      DESCRIPTION            PREFIX  FUNCTION SUB F. GR  CURRENT MONTH   YEAR TO DATE     TO DATE
                                                                                               4.50
                          326   1935    926      00 N 1                                       30.48
                          326   1935    980      00 P 1                                   77,793.04
                                        TOT      P1                                        3,489.60CR
                                        TOT      N1                                       74,303.44 **
                                   ** JOB TOTALS **             **               **

                                                                                              STATE
BNRR XING @ NW 26TH, PORTLAND CONT NO    % FA PROJ NOS RROO[illegible] 100               440.32CR
                          326   1936    296      00 N [illegible]                            440.32
                          326   1936    298      00 N [illegible]                            377.21
                          326   1936    901      00 P 1                                      110.83
                          326   1936    905      00 P 1                                        1.20
                          326   1936    912      00 P 1                                      489.24
                                        TOT      P1
                                   ** JOB TOTALS **             **               **          489.24 **

                                                                                              STATE
MAIN ST-NE ELLIOT, GRESHAM    CONT NO    % FA PROJ NOS SOS 2602002 100
                                                                          303.12CR           303.12CR
                          326   1938    295      00 P 1                    12.58             648.75
                          326   1938    295      00 N 9                    29.67CR         4,509.75CR
                          326   1938    296      00 N 9                    17.09           3,861.00
                          326   1938    298      00 N 9                    42.61             529.58
                          326   1938    901      00 P 1         7.93    3,031.19           3,031.19
                          326   1938    903      00 P 1                                      501.94
                          326   1938    905      00 P 1                                      411.79
                          326   1938    910      00 P 1                                      871.62
                          326   1938    911      00 P 1                                       96.22
                          326   1938    915      00 P 1        96.22       96.22             157.93
                          326   1938    920      00 P 1                    88.58           1,934.70
                          326   1938    921      00 P 1                                       15.01
                          326   1938    922      00 P 1                                      188.70
                          326   1938    923      00 P 1                                    7,435.56
                                        TOT      P1           104.15    2,955.48
                                   ** JOB TOTALS **           104.15 ** 2,955.48 **        7,435.56 **

                                                                                              STATE
BNRR XING @ NW BALBOA ST      CONT NO    % FA PROJ NOS RRO 000S205 100                        61.28
                          326   1939    295      00 N 1                                       61.28CR
                          326   1939    295      00 N 9                                       61.28CR
                          326   1939    296      00 N 1                                      853.58CR
                          326   1939    296      00 N 9                                      823.37
                          326   1939    298      00 N 9                                       91.49
                          326   1939    299      00 N 9                                      661.81
                          326   1939    901      00 P 1                                       98.20
                          326   1939    905      00 P 1                                      154.85
                          326   1939    914      00 P 1                                      914.86
                                        TOT      P1
                                   ** JOB TOTALS **             **               **          914.86 **
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                                                                           DECEMBER 1982        PAGE  800
ACCOUNT SUMMARY - EXPENDITURES & LEDGERS
                                                                               FISCAL          GRAND TOTAL
     DESCRIPTION                  PREFIX  FUNCTION SUB F. GR  CURRENT MONTH    YEAR TO DATE      TO DATE

                                                                                                           STATE
  BNRR XING @ NW 107TH PORTLAND CONT NO      FA PROJ NOS RRO 000S003 100                        675.00CR
                                  326    1940     296     00 N 9                               675.00
                                  326    1940     298     00 N 9                               590.76
                                  326    1940     901     00 P 1                                98.20
                                  326    1940     905     00 P 1                                92.35
                                  326    1940     914     00 P 1                                13.43
                                  326    1940     920     00 P 1                               794.74
                                                  TOT     P1
                                            ** JOB TOTALS **           **              **      794.74  **

                                                                                                           STATE
  HASSALO ST INTERSECT, NE 68   CONT NO    * FA PROJ NOS SOS 2601006 100       172.95CR        172.95CR
                                  326    1942     205     00 N 1             2,202.37CR      2,202.37CR
                                  326    1942     296     00 N 9             2,202.37        2,202.37
                                  326    1942     298     00 N 9               230.32CR        158.50
                                  326    1942     901     00 P 1             1,217.95        1,217.95
                                  326    1942     903     00 P 1                               326.75
                                  326    1942     905     00 P 1               134.53CR
                                  326    1942     910     00 P 1                                48.90
                                  326    1942     913     00 P 1               441.01          441.01
                                  326    1942     915     00 P 1                14.78CR         12.14
                                  326    1942     920     00 P 1                               103.46
                                  326    1942     921     00 P 1                                24.20
                                  326    1942     922     00 P 1                               233.96
                                  326    1942     923     00 P 1             1,279.33        2,566.87
                                                  TOT     P1                   172.95CR        172.95CR
                                                  TOT     N1         **      1,106.38  **    2,393.92  **
                                            ** JOB TOTALS **

                                                                                                           STATE
  KELLY/CLEVELAND, GRESHAM      CONT NO    * FA PROJ NOS SOS 2602001 100                       293.22
                                  326    1944     295     00 N 9     1.28CR        1.28CR    2,066.22CR
                                  326    1944     296     00 N 9     1.28          1.28      1,773.00
                                  326    1944     298     00 N 9     7.93          7.93        670.95
                                  326    1944     901     00 P 1               2,727.90      2,727.90
                                  326    1944     903     00 P 1                               662.38
                                  326    1944     905     00 P 1                                38.76
                                  326    1944     910     00 P 1                                99.36
                                  326    1944     911     00 P 1                                10.80
                                  326    1944     914     00 P 1                                70.35
                                  326    1944     920     00 P 1                               454.48
                                  326    1944     921     00 P 1                                12.11
                                  326    1944     922     00 P 1                                53.68
                                  326    1944     923     00 P 1     7.93      2,735.83      4,800.77
                                                  TOT     P1         7.93  **  2,735.83  **  4,800.77  **
                                            ** JOB TOTALS **

                                                                                                           STATE
  SW 9TH-SW 8TH, PORTLAND       CONT NO      FA PROJ NOS SOS 2601004 100                        70.00CR
                                  326    1945     296     00 N 9
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                                                                        DECEMBE' '982          PAGE  287
ACCOUNT SUMMARY - EXPENDITURES & LEDGERS
                                                                               FISCAL           GRAND TOTAL     ACTIVE YRS
                              PREFIX  FUNCTION SUB F. GR  CURRENT MONTH    YEAR TO DATE          TO DATE        BEG   END
  DESCRIPTION                                                                                      15.23        81    81
                         326    1035      920     00 P 1                                           56.00        81    81
                         326    1035      940     00 P 1                                            1.96        81    81
                         326    1035      941     00 P 1                                           41.60        82    82
                         326    1035      944     00 P 1                          41.60            42.44        81    82
                         326    1035      948     00 P 1                                        8,725.54
                                          TOT        P1                           41.60         8,725.54  **
                                   ** JOB TOTALS **                **             41.60  **     8,725.54  **

                                                                                                                STATE
N MAIN AVE-NE ELLIOT     CONT NO 9255   FA PROJ NOS SOS 2602002 100                                             81    83
                         326    1036      201     00 P 1        4,998.87       4,998.87       135,712.98        81    83
                         326    1036      204     00 P 1        3,300.00       3,300.00                         82    83
                         326    1036      205     00 P 1        1,152.44CR       165.37CR       1,152.44CR      83    83
                         326    1036      205     01 P 1           66.32CR        66.32CR          66.32CR      83    83
                         326    1036      206     00 N 1        1,462.52       1,462.52         1,462.52        83    83
                         326    1036      270     01 P 1          663.21         663.21           663.21        81    82
                         326    1036      295     00 N 9                      40,996.28        63,987.88        81    82
                         326    1036      296     00 N 9                      40,996.28CR     184,042.88CR      81    82
                         326    1036      298     00 N 9                                      120,055.00        81    83
                         326    1036      900     00 P 1           21.84         268.04         2,269.70        82    83
                         326    1036      903     00 P 1        1,653.73       1,653.73        11,524.39        82    83
                         326    1036      915     00 P 1           96.22         501.39           501.39        81    82
                         326    1036      920     00 P 1                                          381.35        81    81
                         326    1036      940     00 P 1                                          358.30        81    82
                         326    1036      941     00 P 1                                           14.64        81    82
                         326    1036      945     00 P 1                                          797.10        81    82
                         326    1036      948     00 P 1                         483.81            74.87        81    81
                         326    1036      985     00 P 1                          12.27            64.37
                                          TOT        P1         9,515.11      11,649.63       151,143.54
                                          TOT        N1         1,462.52       1,462.52         1,462.52
                                   ** JOB TOTALS **            10,977.63  **  13,112.15  **   152,606.06  **

                                                                                                                STATE
SE PRTLD-SIB MODIF-10 LOCATIO CONT NO     FA PROJ NOS XI  000C017 100  136.81CR      186.88CR         243.09CR  81    83
                         326    1037      296     00 N 9          136.81         186.88           243.09        81    83
                         326    1037      298     00 N 9                          37.39            73.85        82    82
                         326    1037      900     02 P 1          221.31         382.26           382.26        82    83
                         326    1037      915     00 P 1                                           16.25        82    82
                         326    1037      920     00 P 1            7.58          15.30            42.52        81    83
                         326    1037      948     00 P 1          228.89         434.95           514.88
                                          TOT        P1           228.89  **     434.95  **       514.88  **
                                   ** JOB TOTALS **

                                                                                                                STATE
BNRR XNG#MI 26TH-PRTLD   CONT NO      * FA PROJ NOS RRS 000S009 100                                 19.02       82    82
                         326    1038      920     00 N 1                                            19.02
                                          TOT        N1                                             19.02  **
                                   ** JOB TOTALS **                **                  **
```

9255

12-2-82

B

REPORT OF ACTION UNDER DELEGATED AUTHORITY BY

ASSISTANT STATE HIGHWAY ENGINEER

On behalf of the Commission and under delegated authority, the following contracts were accepted as being completed according to specifications:

Contractor and Contract No.	Section and County	Acceptance Date
Bugge Investment Co. dba Columbia West Materials & Constructors Co. No. 9328	N.Col. Way/N. Col. Blvd./N. Portland Rd. Intchge. Ramp Multnomah County	November 8, 1982
Hi Lo Roads, Inc. No. 9439	Florence/Eugene Hwy. @ M.P. 10.3 Lane County	November 8, 1982
Sims Electric, Inc. No. 9348	Main St.-Campbell St. (Baker) Baker County	November 9, 1982
E.H. Itschner Co. No. 9461	Shaniko Rock Production Wasco County	November 9, 1982
Linnco Electric Co. No. 9394	Pac.Hwy. E.@ Hayesville Dr. NE (Salem) Marion County	November 9, 1982
Olson's Mechanical & Heavy Rigging No. 9517	Catching Slough Bridge Coos County	November 9, 1982
Gresham Paving, Inc. No. 9255	N. Main Ave.-NE Elliott Ave. & N. Main Ave.-NE Kelly Ave. (Gresham) Multnomah County	November 9, 1982
Schrader Const. Co., Inc. No. 9119	W. Intchge., Sellwood Bridge Multnomah County	November 10, 1982
Hertz Electric, Inc. No. 9246	SW Cedar Hills Blvd. @ SW Butner/Barnes Rd. Washington County	November 15, 1982
Sims Electric, Inc. No. 9393	Old Hwy. 20 @ "A" St. (Toledo) Lincoln County	November 15, 1982
Auburn Const. Co. No. 9346	McFee Cr. (Midway Rd.) Bridge Washington County	November 16, 1982
Tice Electric Co. No. 9329	Cascade Hwy. S. @ Gaffney Lane & Beavercreek Rd. @ Fred Meyer Access Clackamas County	November 18, 1982

Contractor and Contract No.	Section and County	Acceptance Date
Electric Corp. No. 9449	Pac. Hwy. E. @ Mt. Hood Ave. (Woodburn) Marion County	November 18, 1982
Douglas S. Coats, Inc. No. 9317	Jordan Cr. (Danner) Bridge Malheur County	November 22, 1982
Stukel Rock & Paving, Inc. No. 9229	N. Klamath Falls Intchge.-Jct. Green Springs Hwy. Klamath County	November 23, 1982
Wildish Corvallis Construction Co. No. 9353	Corvallis/Lebanon Hwy. @ Seven Mile Lane Linn County	November 30, 1982
Nelson-Deppe, Inc. No. 9300	Powder River Baker County	November 30, 1982
Roseburg Paving, Inc. No. 9215	Roseburg S.C.L.-Jct. Coos Bay/Roseburg Hwy. Douglas County	November 30, 1982

December 2, 1982

W. E. Schwartz, P.E.
Asst. State Highway Engineer

9255

November 26, 1982

Fireman's Fund Insurance Co.
P. O. Box 3825
Portland, OR 97208

CCM 5
#9255

Attention: R. Michael Bowen
Fidelity & Surety Specialist

Gentlemen:

On November 15, 1982, we wrote to you concerning release of final payment on Contract No. 9255 awarded to Gresham Paving, Inc. for work on the N. Main Avenue-N.E. Elliot Avenue and N.E. Main Avenue-N.E. Kelly Avenue Sections of N.E. 2nd Street and N.E. 5th Street in Gresham, Multnomah County.

Final payment on this contract is $8,298.87 and the total contract amount is $135,712.98. No work was performed under force account.

Sincerely,

Robert W. Cornman
COMMISSION SERVICES

js
cc: Gresham Paving, Inc.
4540 S.E. 174th
Portland, OR 97236

Boyd & Co. Insurance
10201 S.E. Washington St.
Portland, OR 97216

bc: C. T. Keasey
Walt Hart
E. L. Hardt

9255

2

October 25, 1982

Mitchell, Lang & Smith
Attorneys at Law
101 S.W. Main Street
Portland, OR 97204

CON 5
#9255, 9250, 9404,
9397, 9396, 9391

Attention: Thane W. Tienson

Gentlemen:

This will acknowledge your letter of October 7 stating that you represent Fireman's Fund Insurance Company, surety for Gresham Paving, Inc., on Contract Nos. 9255, 9250, 9404, 9397, 9396 and 9391.

As requested in that letter, the Highway Division will make the checks for the contract balances on all the above projects payable to Gresham Paving Company, & Fireman's Fund Insurance Companies and mailed to:

Mr. B. Michael Bowen
Fidelity and Surety Specialist
Fireman's Fund Insurance Company
P. O. Box 3825
Portland, OR 97208

NOTED ON CARD
dc 10-25-82

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

ORIGINAL SIGNED
ROBERT W. GORMSEN

cc: Gresham Paving, Inc.
4540 S.E. 174th
Portland, OR 97236

Mr. B. Michael Bowen
Fidelity & Surety Specialist
Fireman's Fund Insurance Company
P. O. Box 3825
Portland, OR 97208

Boyd & Company Insurance
10201 S.E. Washington St.
Portland, OR 97216

bc: Jack Sollis
C. T. Keasey
Robert Church
Jan Peterson
Ed Hardt
Charles Lobaugh
Jim McNamee
Willard Hoffman

FKN:dc

Gresham Paving, Inc.
GRADING AND PAVING CONTRACTORS
PHONE 667-1102

4540 S.E. 174 TH AVE.
PORTLAND, OREGON 97236

RECEIVED
OCT 15 1982
LEGAL

October 13, 1982

State of Oregon
Department of Transportation
Transportation Building
Salem, Oregon 97310

Re: State Contract No.'s: 9391, 9396
9397, 9404, 9250 & 9255

Attention: Robert Gormsen

Dear Mr. Gormsen,

As discussed with you yesterday by phone this letter will authorize the payment of our checks to be issued in our name and mailed directly to our bonding company (Fireman's Fund Insurance Co.).

Please contact me if you have any questions.

Sincerely,

GRESHAM PAVING, INC.

Scott F. Pickens
President

cc: Mike Bowen - Fireman's Fund
Thain Tienson - Attorney

JG

10-18-82

RECEIVED
OCT 15 1982
COMM [illegible] ICES
DEPARTMENT OF TRANSPORTATION

RECEIVED

MITCHELL, LANG & SMITH
ATTORNEYS AT LAW
2000 ONE MAIN PLACE
101 S.W. MAIN STREET
PORTLAND, OREGON 97204
TELEPHONE (503) 221-1011

CHARLES T. SMITH
RICHARD L. LANG
WM. H. MITCHELL
JEFFREY M. KILMER
WILLIAM A. MASTERS
WM. KELLY OLSON
E. PENNOCK GHEEN
MICHAEL A. LEHNER
DENNIS J. HUBEL
BRUCE M. WHITE
THANE W. TIENSON
MARGARET LEEK LEIBERAN

DONALD E. HERSHISER
OF COUNSEL

ANDREW K. CHENOWETH
REX A. MALOTT
BRUCE L. SCHAFER
STEPHEN C. VOORHEES
JAMES R. MARTIN
JOHN A. WITTMAYER
MARK R. MOLINE

October 7, 1982

10/12/82
Bob called contractor to get letter of ok from them

Mr. Robert Gormsen
Commission Services
DEPARTMENT OF TRANSPORTATION
Transportation Building
Salem, Oregon 97310

RE: OSHD Jobs 9391, 9396, 9397, 9404, 9250, & 9255
Our File No. 250/30662-0

Dear Mr. Gormsen:

I represent Fireman's Fund Insurance Company, the surety for Gresham Paving, on the above-captioned projects. I hereby direct you to make your checks for the contract balances on all projects payable to "Gresham Paving Company, c/o Fireman's Fund Insurance Companies". All checks should be directed to:

Mr. B. Michael Bowen
Fidelity and Surety Specialist
FIREMAN'S FUND INSURANCE COMPANY
Post Office Box 3825
Portland, Oregon 97208

I've enclosed a copy of the General Indemnity Agreement executed by Gresham Paving Company and the principals involved, Scott and Charlene Pickens. As you will observe, the terms of the agreement permit Fireman's Fund to request all monies owed to Gresham Paving on the projects bonded by Fireman's Fund Insurance Company to be directed to Fireman's Fund. This authority is granted to Fireman's Fund in the event of a failure by Gresham Paving to pay for labor or materials in the prosecution of the contract (see paragraphs 4 and 5). As you are no doubt aware, there have been such failures, and it is for that reason that this request is being made.

Thank you for your cooperation. Please call me if you have any questions.

Very truly yours,

Thane W. Tienson

TWT:dj
Enclosures

cc: Jan Peterson
Michael Bowen
Robert D. Church

RECEIVED
OCT 8 1982
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

FIREMAN'S FUND
INSURANCE COMPANIES

☐ FIREMAN'S FUND INSURANCE COMPANY
☐ THE AMERICAN INSURANCE COMPANY
☐ NATIONAL SURETY CORPORATION
☐ ASSOCIATED INDEMNITY CORPORATION
☐ AMERICAN AUTOMOBILE INSURANCE COMPANY

Copy to H.O.

GENERAL INDEMNITY AGREEMENT

KNOW ALL MEN BY THESE PRESENTS, that whereas the undersigned, hereinafter called Indemnitors, have requested and do hereby request FIREMAN'S FUND INSURANCE COMPANY, THE AMERICAN INSURANCE COMPANY, NATIONAL SURETY CORPORATION, ASSOCIATED INDEMNITY CORPORATION or AMERICAN AUTOMOBILE INSURANCE COMPANY, as the case may be, any one or all hereinafter referred to as Surety, to execute or procure the execution of such bonds, undertakings or recognizances (all of which are hereinafter included within the term "bond or bonds") as have been and such as may hereafter be applied for directly or through an agent, attorney or other representative or required, solely or as co-adventurer with others, by any of the Indemnitors or by any person, firm, corporation or association whose name shall, for that purpose, have been furnished to the Surety by any of the Indemnitors, it being understood and agreed that this instrument shall cover all bonds so applied for and executed, whether or not this instrument is referred to or mentioned in connection therewith;

NOW, THEREFORE, in consideration of the premises and of the execution or continuance of such bonds, the Indemnitors for themselves, their heirs, executors, administrators, successors and assigns, do hereby jointly and severally, covenant and agree with the Surety, its successors and assigns, as follows:

1. The Indemnitors will pay, when due, all premiums for each of such bonds in accordance with the Surety's regular manual rates in effect on the date such bond becomes effective, as long as liability thereunder shall continue, and until the Surety is furnished with evidence satisfactory to the Surety of its discharge or release from the bonds, or of all liability by reason thereof.

2. The Indemnitors will indemnify the Surety against any and all liability, loss, costs, damages, fees of attorneys and other expenses which the Surety may sustain or incur by reason of, or in consequence of the execution of such bonds and any renewal, continuation or successor thereof, including but not limited to, sums paid or liabilities incurred in settlement of, and expenses paid or incurred in connection with claims, suits, or judgments under such bonds, expenses paid or incurred in enforcing the terms hereof, in procuring or attempting to procure release from liability, or in recovering or attempting to recover losses or expenses paid or incurred, as aforesaid.

3. If the Surety shall set up a reserve to cover any liability, claim asserted, suit or judgment under any such bond, the Indemnitors will, immediately upon demand and whether or not the Surety shall have made any payment therefor, deposit with the Surety a sum of money equal to such reserve and any increase thereof as collateral security on such bond, and such sum and any other money or property which shall have been or shall hereafter be pledged as collateral security on any such bond shall be available, in the discretion of the Surety, as collateral security on all bonds coming within the scope of this instrument or for any other indebtedness of the Indemnitors to the Surety; and any such collateral security shall be held subject to the terms of the Surety's regular form of receipt for collateral, which is by reference made a part hereof.

4. If any such bond be given in connection with a contract, the Surety in its sole discretion is hereby authorized, but not required, (a) to consent to any change in the contract or in the plans and specifications relating thereto; (b) to make or guarantee advances or loans for the purposes of the contract without any obligation to see to the application thereof, it being understood that the amount of all such advances or loans shall be conclusively presumed to be a loss hereunder for which the Indemnitors are liable; (c) in the event of any default in the performance of the contract, or the breach of this agreement or of any bond connected therewith, or the failure to diligently prosecute the work under any contract, or to pay for labor and materials used in the prosecution of the contract, or in the event work has ceased or been suspended on any contract or contracts covered by any said bonds, to take possession of the work under the contract, and, at the expense of the Indemnitors, to complete the contract or cause the same to be completed or to consent to the completion thereof, and to take any other action which the Surety may deem appropriate. In the event that the Surety takes possession of the work as above provided, the Indemnitors hereby release and discharge the Surety, in this connection, from all liability for all its actions and omissions except for deliberate malfeasance.

5. The Indemnitors hereby assign, transfer, pledge and convey to the Surety (effective as of the date of each such bond, but only in the event of default, breach or failure as referred to in preceding Section 4.), as collateral security, to secure the obligations hereunder and any other indebtedness and liabilities of the Indemnitors to the Surety, all of their rights under the contracts, referred to in such bonds, including their right, title and interest in and to (1) all subcontracts let in connection therewith and such subcontractors' surety bonds, (2) all machinery, plant, equipment, tools and materials which shall be upon the site or sites of the work or elsewhere for the purposes of the contracts, including all materials ordered for the contracts, and (3) any and all sums due or which may thereafter become due under such contracts and all sums due or to become due on all other contracts, bonded or unbonded, in which any or all of the Indemnitors have an interest.

6. The Surety may at its option, file or record this agreement or any other document executed by any or all of the Indemnitors, individually or jointly, in connection with application, issuance or execution of any bond or bonds, as a security agreement or as part of a financing statement or as notice of its prior interest and assignment under the provisions of the Uniform

Commercial Code or any other statute or regulation of any jurisdiction or agency, but that the filing or recording of such document shall be solely at the option of the Surety and that the failure to do so shall not release or impair any of the obligations of the Indemnitors under this agreement.

7. If any of the bonds are executed in connection with a contract which by its terms or by law prohibits assignment of contract proceeds, or any part thereof, the Indemnitors covenant and agree to hold all money or other proceeds of the contract, whether received as payment or loan, as a trust for the benefit of the Surety and to use such money or other proceeds for the purpose of performing the contract and discharging the obligation of the bond, and for no other purpose, until the bond is completely exonerated.

8. The Surety shall have the exclusive right to decide and determine whether any claim, liability, suit or judgment made or brought against the Surety or the Indemnitors or any one of them on any such bond shall or shall not be paid, compromised, resisted, defended, tried or appealed, and the Surety's decision thereon, if made in good faith shall be final and binding upon the Indemnitors, unless the Indemnitors shall request the Surety to litigate such claim or demand, or to defend such suit, or to appeal from such judgment, and shall deposit with the Surety, at the time of such request, cash or collateral satisfactory to the Surety in kind and amount, to be used in paying any judgment or judgments rendered or that may be rendered, with interest, costs, expenses and attorneys fees, including those of the Surety. An itemized statement of payments made by the Surety for any of the purposes specified herein, sworn to by an officer of the Surety, or the voucher or vouchers for such payments, shall be prima facie evidence of the liability of the Indemnitors to reimburse the Surety for such payments, with interest.

9. The Indemnitors hereby authorize the Surety in its sole discretion to do the following: (a) from time to time to make or consent to any change in, or issue any substitute for or renewal of, any such bond, or in any contract referred to in any such bond, and this instrument shall apply to such substituted or changed bond or renewal; (b) if any such bond be given in an action or proceeding in any court, to recognize any attorney of record in such action or proceeding for any party thereto at the date of the execution of such bond as the authorized representative of such party until the Surety shall have been fully discharged from liability under such bond; (c) to take such steps as the Surety may deem necessary or proper to obtain release from liability from any such bond.

10. The Indemnitors hereby waive notice of the execution of any such bonds or of any act, fact or information coming to the notice or knowledge of the Surety concerning or affecting its rights or liabilities under any such bond or rights or liabilities of the Indemnitors hereunder, notice of all such being hereby expressly waived.

11. If the Surety shall procure any other company or companies to execute or join with it in executing, or to reinsure, any such bonds, this instrument shall inure to the benefit of such other company or companies, its or their successors and assigns, so as to give to it or them a direct right of action against the Indemnitors to enforce this instrument and, in that event, the word "Surety", wherever used herein, shall be deemed to include such company or companies, as their respective interests may appear.

12. The liability of the Indemnitors hereunder shall not be affected by the failure of any party to sign any such bond nor by any claim that other indemnity or security was to have been obtained nor by the release of any indemnity, or Indemnitor, nor the return or exchange of any collateral that may have been obtained; and if any party signing this instrument is not bound for any reason this obligation shall still be binding upon each and every other party.

13. Separate suits may be brought hereunder as causes of action accrue, and suit may be brought against any or all of the Indemnitors; and suit or suits upon one or more causes of action, or against one or more of the Indemnitors, shall not prejudice or bar subsequent suits against any other or all of the Indemnitors on the same or any other cause or causes of action, whether theretofore or thereafter accruing.

14. The Indemnitors waive any defense that this instrument was executed subsequent to the date of any such bond, admitting and covenanting that such bond was executed pursuant to the Indemnitors' request and in reliance on the Indemnitors' promise to execute this instrument. In the event any part of this indemnity agreement shall be void under the law of the place governing the construction hereof, then such part only shall be considered as deleted and the remainder of this agreement shall endure in full force and effect.

15. The Surety, at its option, may decline to execute or participate in or procure the execution of any such bonds.

16. Wherever used in this instrument the plural term shall include the singular and the singular shall include the plural, as the circumstances require.

17. The Indemnitors hereby irrevocably nominate, constitute, appoint and designate the Surety or its designee as their Attorney in Fact with the right, but not the obligation, to exercise all of the rights of Indemnitors assigned, transferred and set over to the Surety in this Agreement, and in the name of the Indemnitors or any of them to make, execute and deliver any and all additional or other assignments, documents or papers, including but not limited to the execution of instruments referred to in Section 5, and the endorsement of checks or other instruments representing payment of contract monies, deemed necessary and proper by the Surety in order to give full effect not only to the intent and meaning of the within assignments, but also to the full protection intended to be herein given to the Surety under all other provisions of this Agreement The Indemnitors hereby ratify and affirm all acts and actions taken and done by the Surety or its designee as such Attorney in Fact.

18. The Indemnitors hereby waive and abandon, so far as their respective obligations under this agreement are concerned, all rights to claim any of the property, including the respective homesteads, as exempt from levy, execution, sale or other legal process under the laws of any state, territory, or possession.

19. The obligation of the Indemnitors hereunder shall be continuous; provided, however, that any of the Indemnitors may give the Surety not less than thirty days written notice by registered mail of his desire to terminate this agreement but any such notice of termination shall not operate to modify, bar, discharge, limit, affect or impair his liability hereunder on or by reason of any such bond executed prior to the termination of such thirty days.

20. This agreement may not be changed or modified orally. No change or modification shall be effective unless specifically agreed in writing.

IN TESTIMONY WHEREOF, th demnitors, intending to be legally bound by, have hereunto set their hands and affixed their seals this 23rd day of February 19 81

Witness or Attest

GRESHAM PAVING, INC.
By: X _____________________ (Seal)
Scott Pickens, President
P. O. Address _____________________
By: X _____________________
Scott Pickens, Individually
_____________________ (Seal)
P. O. Address _____________________
By: Charlene Pickens
Charlene Pickens, Individually
_____________________ (Seal)
P. O. Address _____________________
____
_____________________ (Seal)
P. O. Address _____________________
____
_____________________ (Seal)
P. O. Address _____________________

INDIVIDUAL(S) ACKNOWLEDGMENT

STATE OF Oregon
COUNTY OF Multnomah } ss:

On this June 2, 81 day of ____________, 19____, before me personally came Scott Pickens & Charlene Pickens, to me known and known to me to be the *individual(s)* who executed the foregoing instrument, and acknowledged that they executed same.

Cynthia L. Patterson
NOTARY PUBLIC

PARTNER(S) ACKNOWLEDGMENT

STATE OF ____________
COUNTY OF ____________ } ss:

On this ____________ day of ____________, 19____, before me personally came ____________, to me known, and stated that ____he____ is (are) *partner(s)* in the firm of ____________

____

and acknowledged that ____he____ executed the foregoing instrument as the act of the said firm.

____
NOTARY PUBLIC

(FOR CORPORATE ACKNOWLEDGMENT(S) SEE FOLLOWING PAGE)

CORPORATE ACKNOWLEDGMENT(S)

STATE OF Oregon } ss:
COUNTY OF Multnomah }

On this 2nd day of June, 19 81, before me personally came Scott Pickens, to me known, who, being by me duly sworn, did depose and say that he resides in Boring, Oregon, that he is the President of the GRESHAM PAVING, INC., the *corporation* which executed the foregoing instrument; that he knows the seal of the said corporation; that the seal affixed to the said instrument is such corporate seal; that it was so affixed by order of the Board of Directors of the said corporation, and that he signed his name to the said instrument by like order.

Cynthia L. Patterson
NOTARY PUBLIC

STATE OF ______ } ss:
COUNTY OF ______ }

On this ______ day of ______, 19___, before me personally came ______, to me known, who, being by me duly sworn, did depose and say that he resides in ______, that he is the ______ of the ______, the *corporation* which executed the foregoing instrument; that he knows the seal of the said corporation; that the seal affixed to the said instrument is such corporate seal; that it was so affixed by order of the Board of Directors of the said corporation, and that he signed his name to the said instrument by like order.

______
NOTARY PUBLIC

STATE OF ______ } ss:
COUNTY OF ______ }

On this ______ day of ______, 19___, before me personally came ______, to me known, who, being by me duly sworn, did depose and say that he resides in ______, that he is the ______ of the ______, the *corporation* which executed the foregoing instrument; that he knows the seal of the said corporation; that the seal affixed to the said instrument is such corporate seal; that it was so affixed by order of the Board of Directors of the said corporation, and that he signed his name to the said instrument by like order.

______
NOTARY PUBLIC

VICTOR ATIYEH
GOVERNOR

Department of Transportation
STATE HIGHWAY DIVISION

IN REPLY REFER TO
FILE NO.:

June 25, 1982

CON 5 #9256

William E. Cameron, P.E.
City Engineer
City of Gresham
1333 N. W. Eastman
Gresham, OR 97030

RE: N. Main Ave.-N.E. Elliot Ave.
Contract No. 9256

Dear Sir:

Recently, supplemental quantity documentation in support of Bid Item No. 34, 1"-0 Aggregate Base, and Bid Item No. 35, Class B or C Asphalt Concrete, was received and processed. The supplemental documentation provided indicates that the reported bid item pay quantities were in fact incorporated into the project. Accordingly, Federal-aid participation has been recommended.

Supplemental documentation was necessitated by failure of your office to provide acceptable documentation of incorporation of the above project quantities. Acceptable documentation prodedures are as set forth in the OSHD Construction Manual.

Failure to adhere to the prescribed documentation procedures provides cause for the Federal Highway Administration to refuse to participate financially in any project quantities identified as having been improperly documented.

In order to assure anticipated Federal-aid participation in any future contract projects administered by the Oregon State Highway Division, compliance with documentation procedures as set forth in the Construction Manual will be required.

Sincerely,

O. B. Jackmond

O. B. Jackmond, P.E., P.L.S.
Contract Administration Engineer

OBJ:RLG:cb

cc: Marion Craft
Mike Smith
Don Harwell ✓

PROGRAM MANAGEMENT SECTION
DHM ☐ DES ☐
SHM ☐ MJK ☐ DNH ☒
JUN 29 1982
REFERRED TO............
FOR ....
FILE: PM FA LG.
KEH
MH

Form 734-3123

9255

E

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO 6-2

January 11, 1982

TO: Dale E. Wilken
Division Administrator
Federal Highway Administration

FROM: D.E. Swan, P.E.
Operation Programming Engineer

SUBJECT: N. Main Ave.-N.E. Elliott Ave. (Gresham)
Project No. SOS-2602(2)

This is in response to a telephone conversation from your office on January 8, 1982. The contract was advertised, with three alternates, to perform work on two separate streets, N.E. 5th and N.E. 2nd Streets. The Transportation Commission authorized the State Highway Engineer to award the contract to the low bidder subject to concurrence of the City of Gresham with Alternate "C" contract No. 9255.

After this initial approval the City acquired more match money and changed their decision and requested the contract be awarded using Alternate "B". The contract was awarded for the work to be done using Alternate "B", but specific notification to the FHWA was inadvertently overlooked for the change from Alternate "C" to Alternate "B". All documents, including the contract documents and the project agreements were executed using Alternate "B".

DAR:bkc

cc: Robert Gormsen
Stephen Macnab

gormsen
noted

Form 734-3122

9255

City-Gresham

CITY OF GRESHAM
DEPARTMENT OF PUBLIC WORKS
ENGINEERING DIVISION

1 Versteeg ✓
Anderson
2 Adams
Olson
Sullivan
Terpin
Trout
Wakerlig

RECEIVED
APR - 1 1982
ROAD DESIGN SECTION

Do Not File
Return To
Bring to
Action

N.E. Kelly

MEMORANDUM

TO: N. MAIN TO N.E. ELLIOTT AVENUE (SECOND STREET)
CONTRACT #9255 PROJECT FILE

FROM: David S. Rouse, Civil Engineer D.R.

DATE: December 4, 1981

SUBJECT: RESIDENT ENGINEER'S NARRATIVE REPORT

Work started on the above-referenced project on 5/27/81, at which time the storm drainage was being installed. Inclement weather forced a shutdown of the project on or about 6/5/81, and although weather conditions improved, the Contractor (Gresham Paving Compar failed to return to work. This resulted in the City sending a letter to the Contractor asking him to resume work. (See attached)

In the course of excavating the roadbed, some unstable subgrade wa encountered which required some additional sub-excavation and plugging with two to four inch diameter rock. As excavation progressed and it became apparent that the blue clay subgrade was prominent throughout the project, a construction fabric consisting of Mirafi 500 X was used to provide soil stabilization between the rock and subgrade thereby eliminating the costly method of subexcavation and rocking.

The City of Gresham Engineering staff found that the Contractor (Gresham Paving Company) had difficulty accomplishing the various tasks of street reconstruction as pertains to traffic control and coordination of different phases of the work. Contractor's operations were shut down at one time during construction due to lack of traffic control. This resulted in a longer time to complete the job than necessary and also increased costs incurred for construction engineering due to the extra amount of inspection time that had to be allocated to the project (see attached letter).

Work was suspended from July 20 to July 26, 1981, to allow for a downtown merchants' sale free from construction activity (see attached letter).

A one-block section of the existing roadbed contained a 6-inch concrete pad underneath the asphalt which had to be removed. The Contractor attempted to remove the concrete with his backhoe. The City Engineering staff recommended that a drop hammer be used

Staudenmeyer File

to break up the concrete prior to excavating it, which resulted in the concrete being removed more easily and in a timely fashion. Once the final lift of asphalt was placed on the project, and asphalt tickets were totaled, it was found that asphalt tonnage was a good deal over the amount estimated. Core samples were taken along the length of the project, and it was found that the specified depth (3 inches) was not followed by the Contractor resulting in asphalt depth of 4 to 4.6 inches throughout the project. Payment was withheld from the Contractor for the extra depth asphalt.

Major items of work were completed on 8/28/81. Punch list items were completed and final inspection was held 9/30/81. Workmanship was found to be of an acceptable quality.

A meeting was held on 10/7/81 at which time the Contractor and his attorney presented a claim amounting to $14,241 for the removal of underlying concrete encountered on the project. The City of Gresham and the Oregon Department of Transportation determined that no additional compensation would be allowed. (See attached letter)

As of this date the Contractor has not appealed his claim.

jb
File: N. Main to N.E. Elliott Avenue (Second Street)

STATE OF OREGON **INTEROFFICE MEMO**

Contract Payments 378-6594

CON 5

TO: Warren Richards
Construction Office Manager

DATE: September 28, 1981

FROM: R. D. Church
Contract Payments Coordinator

SUBJECT: Request Contract Acceptance

Contract 9255, Work Completed 8-28-81

Project N. Main Ave.-NE Elliott Ave. & N. Main Ave.-NE Kelly Ave. (Gresham)

Highway City Streets (NE 2nd & NE 5th Streets) 50S

County Multnomah

We request you return a signed copy of this letter recommending acceptance or list conditions that would prevent your acceptance of the contract work.

Recommended Acceptance Date ______________________

Construction Office Manager

RDC:bk

cc: J. B. Boyd
Don Harwell
John Jenkins
Donald Trout
Hank Wakerlig
Louis Olson

-125-1387

9255 2 copies Salem 1 Rec[illegible] 1 file 1 me total = 5 copies

FORM 81-734-3001 OREGON STATE HIGHWAY DIVISION **FIELD ENGINEER'S WEEKLY REPORT** FOR CONSTRUCTION PROJECTS ONLY CONSTRUCTION AND BRIDGE SECTION	SECTION N Main - NE Elliot	WEEK ENDING: 9-5-81 SECTION PREFIX 326-1036
	HIGHWAY City Street (NE 2nd)	COUNTY Multnomah
NAME OF JOB NE 2nd SOS-2602 (1&2)	KIND OF WORK Grading & Paving	
CONTRACTOR Gresham Paving Inc.	CONTRACT NUMBER 9255	FEDERAL AID PROJECT NUMBER SOS 2602 (1&2)
DATE OF CONTRACT 3-13-81	DATE WORK STARTED 5-27-81	ESTIMATED COMPLETION DATE 9/11/81
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: SUPERVISION:	SPECIFIED WORK DAYS	WORK DAYS USED [redacted]
	SPECIFIED CALENDAR DAYS 150	CALENDAR DAYS USED 158
PROJECT AUTHORIZATION: $149,712.27	SPECIFIED COMPLETION DATE 8-25-81	PERCENT OF TIME ELAPSED 106%
EXCLUSIVE OF ENGINEERING: $137,840.81	ENGINEERING AUTHORIZATION $11,871.46	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 99%
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $137,840.81	ENGINEERING COST TO DATE $ —	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 97%
ESTIMATED PERCENT: OVERRUN UNDERRUN 0 %	PERCENT OF AUTHORIZATION — %	DATE PROJECT WAS COMPLETED:

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L PROD.		
99%	99%	99%	99%	99%			

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	1600 L.F.				1600 L.F.
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY		1		
MONDAY 8/31	clouding up	1		
TUESDAY	morning rain 75°	1		
WEDNESDAY	nice 75°	1		
THURSDAY	beautiful	1		
FRIDAY	partly cloudy	1		
SATURDAY		1		

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CAE
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RECEIVED
SEP 14 1981
CONSTRUCTION BRANCH
OM
CA
LE
CP

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	MADE UP PUNCHLIST OF MINOR ITEMS LEFT TO DO. NO MAJOR PROBLEMS
TUESDAY	EARLY MORNING DRIZZLE SEVERAL MINOR BIRDBATHS NOTED GAVE PUNCHLIST TO SCOTT PICKENS
WEDNESDAY	PAVING CREW - PATCHING, TACKING, RAISING VALVES + FIXING VALVE LIDS. REPAIRING ALL ITEMS ON PUNCHLIST RELATED TO PAVING. STATE TOOK 4 CORE SAMPLES (1 PER BLOCK) - ALL ARE 4" DEEP OR MORE. NO WONDER ASPHALT TONNAGE IS HIGH
THURSDAY	NO WORK
FRIDAY	NO WORK
SATURDAY	

REMARKS

STILL PLENTY OF MINOR CONCRETE WORK LEFT TO DO

SIGNED Jon Layne LOCATION

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

-2602(2)

Reynoldson

ROBERT L. McKEE & ASSOCIATES
ATTORNEYS AT LAW
7318 N. LEAVITT
PORTLAND, OREGON 97203
TELEPHONE 286-5733
AREA CODE 503

ROBERT L. McKEE
ANN B. WITTE

CANDISE Du BOFF JONES
(1952-1979)

September 2, 1981

Mr. Steve McNabe
Oregon Highway Division
Transportation Bldg., Rm. 207
Salem, Oregon 97310

RE: Contract No: 9255
Contractor - Gresham Paving Co.
Gresham City Streets - N.E. 2nd St. and NE 5th St.

Dear Mr. McNabe:

This office represents Gresham Paving Co. concerning their contract with the Oregon State Highway Division for the repair of streets in Gresham, Oregon under contract number 9255.

My client advises me that the engineer for the City of Gresham, Mr. Cameron, had knowledge of the underlying concrete on 2nd Avenue from Main to Roberts for 5 days before the bid opening date.

The presence of the concrete was a latent defect not discoverable by ordinanry inspection. Failure to advise the plan holders by addendum, or other means, was fraudulent concealment of a material fact.

The prices submitted by the two bidders that knew of the sub-surface concrete indicate that this is an item that would cost a substantial amount to remove: Oregon Asphault, Bid item No. 6 - $15,500, Dirt and Aggrigate Co., Bid item No. 6 - $16,600.

Gresham Paving Co. not knowing of the presence of this concrete bid the sum of $1,500 on bid item No. 6.

My client is willing to compromise and settle this claim for $14,241.00. We are hereby demanding payment of this additional sum over and above all contract items previously agreed upon.

Please advise our office concerning your intentions toward payment of this claim.

Respectfully yours,

Robert L McKee

ROBERT L. McKEE

RLM/alw

cc: Mr. Cameron, City Engineer
Jack Sollis
Mr. Scott Pickens, Gresham Paving Co.

PROJECT MANAGEMENT BRANCH
SHE ☐ [✓ STE ☐]
P.E ☐ RE ☐ PRE ☐
SEP 4 1981
REFERRED TO ____________
FOR ____________
FILE: PM FA LG.

9255

DATE: February 6, 1981

TO: Oregon Transportation Commission

FROM:
H. S. Coulter
State Highway Engineer

SUBJECT: N.E. Columbia Boulevard Traffic Signals
at 3 Intersections in Portland
N. Main Ave.-NE Elliot Ave. & NE Main Ave.-
NE Kelly Ave. (Gresham) Section
January 29, 1981 Bid Letting

In my letter to you of January 30, the N.E. Columbia Boulevard Traffic Signals at 3 Intersections in Portland Project #4 was recommended to be awarded to W. R. Grasle Co., in the amount of $233,460.00, subject to concurrence of the FHWA and pending MBE review. It was determined that this contractor did not comply with the minority business enterprise requirements and the bid was therefore nonresponsive.

Therefore, I recommend award of the project to the second low bidder, Hertz Electric, Inc., in the amount of $245,491.00. Even though the second low bid is 2.9 percent over the Engineer's Estimate, there were a total of eight proposals received on the project, and we do not anticipate any advantage in readvertising. This has been discussed with our Legal Counsel, who advises I am recommending the proper action.

Also in my letter of January 30, I recommended Alternate "C" on N. Main. - N.E. Elliot and N.E. Main - N.E. Kelly, Project #14. The City of Gresham has informed us that they want to go on Alternate "B" to Gresham Paving, Inc., for the amount of their bid at $130,305.08.

I shall call the Chairman for approval.

HSC:ia

bc J. L. Sollis
D. H. Moehring
R. W. Gormsen
C. T. Keasey
E. S. Hunter
E. L. Hardt
George Bell
V. E. Skoog

9255

February 3, 1981

AGR

Gresham City Council
1333 N.W. Eastman
Gresham, Oregon 97030

Attn: William E. Cameron
City Engineer

Gentlemen:

On January 29, 1981 the Highway Division received a satisfactory bid from Gresham Paving, Inc., 4640 S.E. 174th, Portland, Oregon 97326 for the Kelley Avenue-Main Avenue Section on N.E. 5th Street and the Main Avenue-N.E. Elliot Avenue Section on 2nd Street. This is an OFF SYSTEMS Project No. SOS-2602(1 & 2). Based upon the contractor's bid the City's advance deposit will be:

Alternates	A	B	C
Contractor's Bid	$153,600.08	$130,305.08	$ 97,055.70
Permanent Signing	$ 400.00	$ 400.00	$ 400.00
Permanent Striping	2,500.00	1,200.00	1,000.00
Contingencies 4 1/2%	7,042.50	5,935.73	4,430.51
Engineering 9%, 9%, & 10%	14,085.00	11,871.46	9,845.57
TOTAL CONSTRUCTION	$177,627.58	$149,712.27	$112,731.78
Est. P.E. Cost	5,000.00	5,000.00	5,000.00
Est. Total Project Cost	$182,627.58	$159,712.27	$117,731.78
Less Federal Funds	89,689.00	89,689.00	89,689.00
EST. CITY SHARE	$ 92,938.58	$ 65,023.27	$ 28,042.78

154

Rec'd
3-13-81
Informed
Steve M
+ Jon ~~John~~ Rose

By rounding the City's advance deposit for each alternate will be:

$ 92,940.00 $ 65,020.00 $ 28,040.00

We will award the contract when we receive your advance deposit, which should be in this office no later than February 20, 1981.

The attached sheet describes the three options for making your advance deposit. Please select the option you desire and submit your advance deposit according to the instructions.

Very truly yours,

D. E. Swan
Operation Programming Engineer

HR:pf
Attachment
bcc w/AD # 858: Jon Rose, Region 1 Federal Aid Engineer
Vern Skoog - Please return completed AD # 858 when advance deposit is received.

9255

STATE OF OREGON

INTEROFFICE MEMO

Gresham

TO: D. H. Moehring, Assistant
State Highway Engineer

DATE: December 30, 1980

Rod Henry

FROM: Rod Henry, Assistant
Right of Way Manager

SUBJECT: Right of Way Certification
F. A. Projects
Bid Opening January 29, 1981

Federal-aid Project No. SOS-2602(1) Highway No. 2026 - City

Federal-aid Project Name Kelley Ave.-Main Ave. (Gresham)

I certify that to the best of my knowledge the following statements, as checked, are correct with regard to the right of way and relocation for this project. This report does not include the status of Railroad & Utilities' files that may be in the area of this contract, but are reported separately by our Utility Section.

[X] No additional right of way was acquired. Construction can be accomplished within the existing right of way.

[ ] Right of way was acquired in accordance with current FHWA directives covering acquisition of real property and with the relocation provisions of FHPM 7-5. The State has legal and physical possession or has a right to occupy and use all right of way. Occupants have vacated all residential, commercial and farm buildings.

* * * * * *

[ ] There are no individuals or families to be displaced from residential improvements.

[ ] All individuals and families have been relocated to decent, safe, and sanitary housing, or the State has made available to relocatees adequate replacement housing in accordance with the provisions of current FHWA directives.

RECEIVED
DEC 30 1980
ROAD DESIGN
SECTION

Versteeg
Anderson
1 Christenson
Olson
2 Sullivan
Terpin
Trout
Wakerlig

Do Not File ☐
Return To
Bring Up / /
Action

FCL:jh

cc: J. H. Versteeg
Duane Ridings
F. C. Lowe

Contains
Recycled
Materials

9255

STATE OF OREGON **INTEROFFICE MEMO**

Gresham

TO: D. H. Moehring, Assistant
State Highway Engineer

DATE: December 30, 1980

Rod Henry

FROM: Rod Henry, Assistant
Right of Way Manager

SUBJECT: Right of Way Certification
F. A. Projects
Bid Opening January 29, 1981

Federal-aid Project No. SOS-2602(2) Highway No. 2026 - City

Federal-aid Project Name Main St.-N.E. Elliot Ave. (Gresham)

I certify that to the best of my knowledge the following statements, as checked, are correct with regard to the right of way and relocation for this project. This report does not include the status of Railroad & Utilities' files that may be in the area of this contract, but are reported separately by our Utility Section.

[X] No additional right of way was acquired. Construction can be accomplished within the existing right of way.

[ ] Right of way was acquired in accordance with current FHWA directives covering acquisition of real property and with the relocation provisions of FHPM 7-5. The State has legal and physical possession or has a right to occupy and use all right of way. Occupants have vacated all residential, commercial and farm buildings.

* * * * * *

[ ] There are no individuals or families to be displaced from residential improvements.

[ ] All individuals and families have been relocated to decent, safe, and sanitary housing, or the State has made available to relocatees adequate replacement housing in accordance with the provisions of current FHWA directives.

FCL:jh

cc: J. H. Versteeg
Duane Ridings
F. C. Lowe

Versteeg
Anderson
1 Christensen
Olson
2 Sullivan
Terpin
Trout
Wakerlig

RECEIVED
DEC 30 1980
ROAD DESIGN
SECTION

Do Not File ☐
Return To
Bring Up / /
Action

Contains
Recycled
Materials
81.125.1387

9255

Gresham

ENVIRONMENTAL REVIEW CHECKLIST

Jan 29, 1981
~~Dec. 18, 1980~~ Bid Letting ____________ All Clear Deadline

ALL CLEAR 12/30/80
Donald L [illegible]

SECTION Main @ Elliot & Kelly @ Main (Gresham)
Highway ____________
County Multnomah
Region I
Type of Work P-G-Stripe
Funds SOS Full Comb
State ___ Consultant ___ Plans Avail. ___ Yes ___ No

~~Statewide Noise~~

Bill

3NM

DOCUMENTS:	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR
EIS	☒	☐	☐	☐	☐
Negative Declaration	☒	☐	☐	☐	☐
Project Assessment	☒	☐	☐	☐	☐
Write-off Letter	☒	☐	☐	☐	☐

PERMITS:	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR
Division of State Lands	☒	☐	☐	☐	☐
D.O.G.M.I.	☒	☐	☐	☐	☐
Corps of Engineers	☒	☐	☐	☐	☐
Coast Guard	☒	☐	☐	☐	☐
Co. Conditional Use	☒	☐	☐	☐	☐
NPS Air Pollution	☒	☐	☐	☐	☐
NPS Water Pollution	☐	☐	☐	☐	☐

CULTURAL:	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR
Cultural Survey	☐	☒	☐	☐	☒
Cultural Salvage	☒	☐	☐	☐	☐

NOISE:	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR
Noise Study	☐	☒	☐	☐	☒

9255 ~~Section~~ N. Main Ave. – N.E. Kelley Ave. Programming Estimate $

Highway City Streets (N. 2nd St. & NE 5th st.) Project Length 0.53

County Multnomah Completion Time "A & B" 180 Cal. days "C"

Kind of Work Grading and Paving Est. Comp. Date 8-21-81

Prefix 2nd st. 326-1938 Letting Date Jan 29, 1981 Project No. S05-2602 (1) S05-2602 (2)

5th st. 326-1944

ESTIMATED CONSTRUCTION AUTHORIZATION

	"A"	"B"	"C"
		Alternates	
Contract Amount	$ 184,766.50	159,285.50	115,071.00

"A"	"B"	"C"
400	400	400
2,500	1,200	1,000

	"A"	"B"	"C"
	2,900	1600	1,400
Subtotal	$ 187,666.50	160,885.50	116,471.00
Contingencies (4-1/2%)	8,444.99	7,237.60	5,241
Engineering (~~8~~, [✓ 9], ~~10~~%)	16,889.99	14,475.20	10,482
Subtotal	$ 213,001.48	182,548.30	
Credit for			
Estimated Net Authorization, Construction	$ 213,001.48	182,548.30	132,194.3
APPROVED Est. P.E. Costs	5000.00	5,000.00	5000.00
Est. total Cost	218,001.48	187,548.30	137,194.3
Less Federal Funds	89,689	89,689	89,689
Est. City share of costs	$ 128,312.48	$ 97,859.30	$ 47,505.9

Road Design Engineer

ROUTING SLIP—DEPT. OF TRANSPORTATION Date: 12-23-80

Director
Chief of Operations
Asst. Dir.-Administration
Asst. Dir.-Transportation Policy & Program Develop.
Accounting (Highway)
Administrative Services
Chief Counsel
Commission Services
Construction
Data Processing (Trans. Bldg.)
Employee Development
Engineering (Design)
Environmental
Equipment Shops & Storeroom
Finance (DOT)
FHWA

General Files
General Services (DOT)
Information Systems (Lana Ave.)
Labor Relations
Landscape
Library
Location
Mail Room
Maintenance
Materials & Research
Motor Vehicles
Organization & Manpower Services
Parks & Recreation
Permits & Weighmaster
Personnel Operations
Photocopy
Proj. Mgmt. & Operations Planning

Public Affairs
Public Transit
[redacted]
Right of Way
Safety & Health Services
Sign Shop
State Highway Engineer
[redacted]
Technical Services Engineer
Traffic Support Services
Transportation Policy & Program Development
Travel Information
Utilities
[✓ Metropolitan]
Region Number
District Number

ATTENTION: Jon Rose

FROM: Proj. Mngt.

COMMENTS: Please inform the city.

Form 731-0022 (7/78) SP*70662-734

(Gresham) section

Section N. Main Ave. – N.E. Kelley Ave. Programming Estimate $

Highway City Streets (N.E. 2nd St. & NE 5th st.) Project Length 0.53

County Multnomah Completion Time "A & B" "C" 180 Cal. days

Kind of Work Grading and Paving Est. Comp. Date 8-21-81

Prefix 2nd st. 326-1938 Letting Date Jan 29, 1981 Project No. 505-2602 (1) 505-2602 (2)

5th st. 326-1944

ESTIMATED CONSTRUCTION AUTHORIZATION

Alternates

	"A"	"B"	"C"	"A"	"B"	"C"
Estimated Contract Amount				$ 184,766^{50}	159,285^{50}	115,071^{00}
Anticipated Additional Items:						
Royalty Payment						
Permit Fees						
Slide Correction						
Railroad Protective Costs						
Other Railroad Costs						
Permanent Signing	400	400	400			
Permanent Pavement Striping	2,500	1200	1000			
Temporary Pavement Striping						
Remove Pavement Striping (Exist. & Temp.)						
Temporary Erosion Control						
State Furnished						
Roadside Seeding & Mulching				2,900	1600	1400
Asphalt Cement Adjustment						
On the Job Trainees						
State Responsibility for Damages						
Signal Controller Testing (Engineering)						
Bikeway Signs						
Furnish Mailbox Posts						
Adjust Utilities:						
Subtotal				$ 187,666^{50}	160,885^{50}	116,471^{00}
Contingencies (4-1/2%)				8,444^{99}	7,237^{60}	5,241^{20}
Engineering (~~8~~, ⑨, ~~10~~%)				16,889^{99}	14,475^{30}	10,482^{3}
Subtotal				$ 213,001^{48}	182,548^{30}	
Credit for						
Estimated Net Authorization, Construction				$ 213,001^{48}	182,548^{30}	132,194^{59}
Est. P.E. Costs				5000.00	5,000.00	5000.00
Est. total Cost				218,001^{48}	187,548^{30}	137,194^{39}
Less Federal Funds				89,689	89,689	89,689^{39}
Est. City share of costs				$ 128,312^{48}	$ 97,859^{30}	$ 47,505^{39}

APPROVED

Road Design Engineer

Sheet 1 of [illegible]

SUMMARY--BID SCHEDULE--COST ESTIMATE

Date 12/11/80

Section N. Main Ave – N.E. Elliot Ave. [505-2602(1)] N. Main Ave. – N.E. Kelly Ave. [505-2602(2)] (Gresham)

County Multnomah

Kind Of Work Grading and Paving

Length 0.53

Name Bill Bergstedt

12-17-80 8

No	Item	Code	Unit	Quant.	Unit Cost	Total
	Alternate "A"					
1	Mobilization		All	All	(6%)	10,460^{00}
2	Temporary Protection and Direction of Traffic		All	All	—	1,756^{00}
3	Temporary Signs		Sq. Ft.	282	6^{00}	1,692^{00}
4	Temporary Barricades		Each	6	125^{00}	750^{00}
5	Flagmen		Hour	160	24^{50}	3,920^{00}
	Road work					
6	Removal of Structures and Obstructions		All	All	—	2500^{00}
7	Cold Plane Pavement Removal		Lin. Ft.	1,660	1^{00}	1,660^{00}
8	General Excavation		Cu. Yd.	2,940	5^{50}	16,170^{00}
9	Trench Excavation		Cu. Yd.	376	10^{00}	3,760^{00}
10	Select Backfill		Cu. Yd.	315	17^{50}	5,512^{50}
11	$\frac{3}{4}$"-0 Aggregate Base		Ton	470	13^{00}	6,110^{00}
12	$1\frac{1}{2}$"-0 Aggregate Base		Ton	4,110	12^{00}	49,320^{00}
13	Class "B" or Class "C" Asphalt Concrete		Ton	1,740	31^{00}	53,940^{00}
14	Reinforcing Fabric		Lin. Ft.	1,660	1^{50}	2,490^{00}
15	12-inch Sewer Pipe		Lin. Ft.	142	18^{00}	2,556^{00}
16	21-inch Sewer Pipe		Lin. Ft.	44	30^{00}	1,320^{00}
17	24-inch Sewer Pipe		Lin. Ft.	276	35^{00}	9,660^{00}

SUMMARY--BID SCHEDULE--COST ESTIMATE

Date 12/11/80

N. Main - N.E. E[illegible]iot Ave.

[illegible]tion N. Main - NE Kelly Ave. (Gresham)

County Multnomah

Kind Of Work Grading and Paving

Length

Name Bill Bergstedt

No	Item	Code	Unit	Quant.	Unit Cost	Total
18	Bedding Material		Cu. Yd.	54	20.00	1,080.00
19	Concrete Manholes		Each	2	1500.00	3,000.00
20	Concrete Inlets		Each	5	500.00	2,500.00
21	Sidewalk Ramps		Each	15	200.00	3,000.00
22	Concrete Curbs		Lin. Ft.	322	5.00	1,610.00

[illegible]

$ 184,766.50

SUMMARY--BID SCHEDULE--COST ESTIMATE Date 12/11/80

Section N. Main Ave – N.E. Elliot Ave. [SOS-2602(1)] (Gresh)
N. Main Ave. – N.E. Kelly Ave. [SOS-2602(2)] County Multnomah

Kind Of Work Grading and Paving Length 0.29 Name Bill Bergstedt

12-17-80

No	Item	Code	Unit	Quant.	Unit Cost	Total
	Alternate "B"					
1	Mobilization		All	All	(6 %)	9,000^{00}
2	Temporary Protection and Direction of Traffic		All	All	—	1,187^{00}
3	Temporary Signs		Sq. Ft.	195	6^{00}	1,170^{00}
4	Temporary Barricades		Each	4	125^{00}	500
5	Flagmen		Hour	80	24^{50}	1,960^{00}
	Road work					
6	Removal of Structures and Obstructions		All	All	—	2500^{00}
7	Cold Plane Pavement Removal		Lin. Ft.	1,660	1^{00}	1,660
8	General Excavation		Cu. Yd.	2,940	5^{50}	16,170^{00}
9	Trench Excavation		Cu. Yd.	376	10^{00}	3,760^{00}
10	Select Backfill		Cu. Yd.	315	17^{50}	5,512^{50}
11	3/4"-0 Aggregate Base		Ton	470	13^{00}	6,110^{00}
12	1 1/2"-0 Aggregate Base		Ton	4,110	12^{00}	49,320^{00}
13.	Class "B" or class "C" Asphalt Concrete		Ton	1,070	31^{00}	33,170^{00}
14	Reinforcing Fabric		Lin. Ft.	1,660	1^{50}	2,490^{00}
15	12-inch Sewer Pipe		Lin. Ft.	142	18^{00}	2,556^{00}
16	21-inch Sewer Pipe		Lin. Ft.	44	30^{00}	1,320^{00}
17	24-inch Sewer Pipe		Lin. Ft.	276	35^{00}	9660^{00}

DETAILED BID SCHEDULE--COST ESTIMATE

N. Main - N.E. Elliot Ave.

n N.Main - NE lly Ave. (Gresham) County Multnomah

Of Work Grading and Paving Length ______ Name Bill Bergstedt

Date 12/11/80

Item	Code	Unit	Quant.	Unit Cost	Total
Bedding Material		Cu. Yd.	54	20.00	1080.00
Concrete Manholes		Each	2	1500.00	3,000.00
Concrete Inlets		Each	5	500.00	2,500.00
Sidewalk Ramps		Each	15	200.00	3,000.00
Concrete Curbs		Lin. Ft.	322	5.00	1,610.00
Alternate "B"			159,235.50 ✓		

[illegible]

Sheet [illegible] of [illegible]

SUMMARY--BID SCHEDULE--COST ESTIMATE

Date 12/19/80

Main Ave - N.E E[illegible] Ave. [S05-2602(1)

Section Main Ave - NE Kelly Ave. ES05-2202(2)

County Mult

Kind Of Work Grading and Paving

Length 0.23

Name Bill [illegible]

Item	Code	Unit	Quant.	Unit Cost	Total
					12-22-80 8
Alternate "C"					
Mobilization		All	All	(6%)	6,500 -
Temporary Protection and Direction of Traffic		All	All	—	1,087 -
Temporary Signs		Sq. Ft.	177	6^{00}	1,062 -
Temporary Barricades		Each	4	125^{00}	500 -
Flagmen		Hour	50	24^{50}	1,225 -
Roadwork					
Removal of Structures and Obstructions			All	—	2,000^{00}
Cold Plane Pavement Removal		Lin. Ft.	1,190	1^{00}	1,190^{00}
General Excavation		Cu. Yd.	2,550	5^{50}	14,025^{00}
3/4"-0 Aggregate Base		Ton	405	13^{00}	5,265^{00}
1 1/2"-0 Aggregate Base		Ton	3,550	12^{00}	42,600^{00}
Class "B" or Class "C" Asphalt Concrete		Ton	920	35^{00}	32,200^{00}
Reinforcing Fabric		Lin. Ft.	1,190	1^{50}	1,785^{00}
12-inch Sewer Pipe		Lin. Ft	20	40^{00}	800^{00}
Concrete Inlets		Each	2	500^{00}	1,000^{00}
Sidewalk Ramps		Each	11	200^{00}	2,200^{00}
Concrete Curbs		Lin. Ft.	272	6^{00}	1,632^{00}
Alt. "C"					$ 115,071^{00}

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                                           TOT       N1                                   11.48                      11.48
                                        ** JOB TOTALS **                      **          79.28   **                362.20   **

                                                                                                                         STATE
   MAIN ST-NE ELLIOT, GRESHAM    CONT NO          FA PROJ NOS SOS 602002 100
                                      326    1938      296       00 N 9        633.56CR          1,523.25CR            2,428.47CR
                                      326    1938      298       00 N 9        633.56            1,523.25              2,428.47
                                      326    1938      901       00 P 1         94.29              286.88                420.92
                                      326    1938      905       00 P 1                            475.76                475.76
                                      326    1938      910       00 P 1                            411.79                411.79
                                      326    1938      911       00 P 1                            112.38                871.62
                                      326    1938      920       00 P 1                                                   12.14
                                      326    1938      921       00 P 1                            455.76                471.96
                                      326    1938      922       00 P 1          2.10                2.10                  2.10
                                      326    1938      923       00 P 1                             26.58                188.70
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11-80

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                                                                          NOVEMBER 1980          PAGE  686
 TOTAL TO DATE JOB COST SUMMARY
                                                                              FISCAL             GRAND TOTAL
 DESCRIPTION OF JOB OR DEPARTMENT     PREFIX      FUNCTION   GR  CURRENT MONTH    YEAR TO DATE         TO DATE
                                                   TOT       P1          96.39          1,771.25             2,854.99
                                                ** JOB TOTALS **         96.39  **      1,771.25  **         2,854.99  **

                                                                                                                  STATE
   BNRR XING @ NW BALBOA, PTLD     CONT NO       FA PROJ NOS RRO 00S005 100
                                      326    1939      296       00 N 9        19.85CR           19.85CR               823.37CR
                                      326    1939      298       00 N 9        19.85             19.85                 823.37
                                      326    1939      901       00 P 1                                                661.81
                                      326    1939      905       00 P 1                                                 98.20
                                      326    1939      914       00 P 1                          22.06                 154.85
                                                       TOT       P1                              22.06                 914.86
                                                ** JOB TOTALS **                  **             22.06  **             914.86  **

                                                                                                                  STATE
   BNRR XING @ NW 107TH PORTLAND CONT NO         FA PROJ NOS RRO 00S003 100
                                      326    1940      296       00 N 9                                                620.69CR
                                      326    1940      298       00 N 9                                                620.69
                                      326    1940      901       00 P 1                                                485.67
                                      326    1940      905       00 P 1                                                 98.20
                                      326    1940      914       00 P 1                                                 92.35
                                      326    1940      920       00 P 1                                                 13[illegible]
                                                       TOT       P1                                                    68[illegible]5
                                                ** JOB TOTALS **                  **                     **            68[illegible]5  **

                                                                                                                  STATE
   SE 61ST-SE 62ND AVE. PTLD       CONT NO     * FA PROJ NOS SOS 601005 100                     72.90                  72.90
                                      326    1941      295       00 N 9                          72.90CR               428.74CR
                                      326    1941      296       00 N 9                                                355.84
                                      326    1941      298       00 N 9                                                 50.0[illegible]
                                      326    1941      901       00 P 1                                                 14.01
                                      326    1941      901       00 N 1
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9255

9255

11-80

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                                                                           NOVEMBER 1980       PAGE  687
TOTAL TO DATE JOB COST SUMMARY
                                                                              FISCAL          GRAND TOTAL
DESCRIPTION OF JOB OR DEPARTMENT      PREFIX      FUNCTION   GR  CURRENT MONTH   YEAR TO DATE        TO DATE
                                                                                                 1,057.22
                                                  TOT     P1                                     1,057.22  **
                                              ** JOB TOTALS **             **             **

                                                                                                      STATE
   KELLY/CLEVELAND, GRESHAM      CONT NO      FA PROJ NOS SOS 602001 100   94.29        384.44        517.44
                                    326   1944     901      00 P 1                      475.78        475.78
                                    326   1944     905      00 P 1                       38.76         38.76
                                    326   1944     910      00 P 1                       99.36         99.36
                                    326   1944     911      00 P 1         10.80         10.80         10.80
                                    326   1944     914      00 P 1                                     13.14
                                    326   1944     920      00 P 1                      322.80        322.80
                                    326   1944     921      00 P 1                       10.01         10.01
                                    326   1944     922      00 P 1                       26.58         26.58
                                    326   1944     923      00 P 1        105.09      1,368.53      1,514.67
                                                   TOT      P1            105.09  **  1,368.53  **  1,514.67  **
                                              ** JOB TOTALS **

                                                                                                      STATE
   SW 9TH-SW 8TH, PORTLAND       CONT NO      FA PROJ NOS SOS 601004 100                               70.00CR
                                    326   1945     296      00 N 9                                     70.00
                                    326   1945     298      00 N 9                                    126.83
                                    326   1945     901      00 P 1                                     32.60
                                    326   1945     913      00 P 1                                     15.89
                                    326   1945     920      00 P 1                                     75.00
                                    326   1945     921      00 P 1                                     92.64
                                    326   1945     923      00 P 1                                    342.96
                                                   TOT      P1                                        342.96  **
                                              ** JOB TOTALS **             **             **

                                                                                                      STATE
   N NEWMAN-N WOOLSEY, PTLD      CONT NO    * FA PROJ NOS SOS 601002 100                            1,226.19CR
                                    326   1946     296      00 N 9                                  1,226.19
                                    326   1946     298      00 N 9                                    129.11
                                    326   1946     901      00 P 1                                    532.42
                                    326   1946     905      00 P 1                                     51.04
                                    326   1946     913      00 P 1                                     21.00
                                    326   1946     914      00 P 1                                     26.92
                                    326   1946     920      00 P 1                                    421.89
                                    326   1946     921      00 P 1                                      3.57
                                    326   1946     922      00 P 1                                    243.18
                                    326   1946     923      00 P 1                                  1,429.13
                                                   TOT      P1                                      1,429.13  **
                                              ** JOB TOTALS **             **             **

                                                                                                      STATE
   N GREELEY-N DELAWAR, PTLD     CONT NO    * FA PROJ NOS SOS 601003 100                              941.39CR
                                    326   1947     296      00 N 9                                    941.39
                                    326   1947     298      00 N 9                                    129.17
                                    326   1947     901      00 P 1
```

9255 10-15-80

OREGON STATE HIGHWAY DIVISION
117 DOT Building
Salem, Oregon 97310

2026
326-1938

Attention: Right-of-Way Section

Subject: Federal Aid Project No. S05-2602(2)
Project Name Main Street – NE. Elliot Ave Section on N.E. Second Street

Regarding the above referred to federal aid project, we hereby certify that to the best of our knowledge and belief:

A. Existing Right-of-Way

☒ 1. All construction can be accomplished completely within the existing right-of-way. This existing right-of-way was acquired prior to January 2, 1971.

B. New Right-of-Way

☐ 1. This project required additional right-of-way purchased after January 2, 1971. Right-of-way, easements, or rights-of-entry required for this project have been secured in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, and all incidental charges related to the transfer of property will be paid by the city in accordance with said Act.

☐ a. There has been no displacement of persons from residences, farms or businesses.

OR

☐ b. There has been displacement of persons from either residences, farms or businesses and in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, displaced persons, businesses, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals or families have been relocated to decent, safe and sanitary housing or have been offered decent, safe, sanitary and fair housing immediately available on the open market.

C. Utilities

☐ 1. The occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to federal aid project have been authorized by permit, franchise, or other approved procedure.

Signed at Gresham, Oregon, this 15th day of October, 1980

City of GRESHAM

Certified By:

Kenneth Rolf
Regional Right-of-Way Supervisor
Date 11-13-80

R. Myers
Mayor

Maureen Swaney
City Recorder

Instructions: Complete A or B and C.
R/W File No. ________
Rev. 1/76

9255 10-15-80

326-1944

OREGON STATE HIGHWAY DIVISION
117 DOT Building
Salem, Oregon 97310

Attention: Right-of-Way Section

Subject: Federal Aid Project No. 505-2602(1)
Project Name Kelly Ave- Main Ave. section
NE 5th ~~Ave.~~ ST.

Regarding the above referred to federal aid project, we hereby certify that to the best of our knowledge and belief:

A. Existing Right-of-Way

☒ 1. All construction can be accomplished completely within the existing right-of-way. This existing right-of-way was acquired prior to January 2, 1971.

B. New Right-of-Way

☐ 1. This project required additional right-of-way purchased after January 2, 1971. Right-of-way, easements, or rights-of-entry required for this project have been secured in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, and all incidental charges related to the transfer of property has been or will be paid by the city in accordance with said Act.

☐ a. There has been no displacement of persons from residences, farms or businesses.

OR

☐ b. There has been displacement of persons from either residences, farms or businesses and in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, displaced persons, businesses, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals or families have been relocated to decent, safe and sanitary housing or have been offered decent, safe, sanitary and fair housing immediately available on the open market.

C. Utilities

☐ 1. The occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to federal aid project have been authorized by permit, franchise, or other approved procedure.

Signed at Gresham, Oregon, this 15th day of October, 19__

City of GRESHAM.

Certified By:

Regional Right-of-Way Supervisor
Date 11-13-80

Al Myers
Mayor

Maureen Swaney
City Recorder

Instructions: Complete A or B and C.

R/W File No. ________
Rev. 1/76

OCT 20 1980

9255.

OREGON STATE HIGHWAY DIVISION
Location Section
Surfacing Design Unit

Section: Main Street-N.E. Elliot Ave. (Gresham)

Date August 12, 1980

Twenty Year Traffic Coefficient (1) 6.9 (2) 6.2

Highway: City Street (N.E. 2nd & 5th Sts.)

18 kip s.a. per day (1) 14.0 (2) 6.2

County: Multnomah

R value 9

Prefix: 326-1938

Frost Penetration - - - -

Res. Engr. E. Dunn

CBE Total Requirement (1) 22.5" (2) 20.0"

STRUCTURAL SECTION
NEW WORK

ACTUAL THICKNESS	COMPONENT	CREDIT
	(1) N.E. 2nd Street	
1.5"	A.C. (Final Stage)	3.0
3.0"	A.C.	6.0
1.5"	A.L.	1.5
13.0"	A.B.	13.0
19.0"		23.5"
	(2) N.E. 5th Street EXISTING ROADWAY Width 36'±	
1.5"	A.C. (Final Stage)	
1.5"	A.C.O.L. with 1.0" allowance for leveling.	

1.0" Asphaltic Concrete Wearing Surface & Base = 2.0" Aggregate Base
1.0" Cement Treated Base = 1.8" Aggregate Base
1.0" Plant Mix Bituminous Base = 1.8" Aggregate Base
1.0" Emulsion Treated Wearing Surface & Base = 1.8" Aggregate Base
1.0" Oil Mat = 1.8" Aggregate Base
1.0" Soil Cement (Existing Roadway Material) = 1.5" Aggregate Base
1.0" Lime or Cement Treated Subgrade = 1.0" Aggregate Base
1.0" Aggregate Subbase = 0.8" Aggregate Base

Above Factors apply to materials that comply with Standard Specifications and Special Provisions.

F.H.W.A.
Location Engineer
Construction Engineer
Materials
Region Engineer
Resident Engineer
Specifications Engineer
Final Design Engineer
Regional Geologist
D. E. Swan

9255

REPORT ON SURVEYS

Main St. - N.E. Elliott Ave. (326-1938)

Kelly Ave.-Main Ave. Section of NE 5th (326-1944)

Gresham City Streets
Multnomah County
June 1980

The purpose of this survey is to prepare plans, specifications and cost estimate for upgrading two city streets within the City of Gresham.

The PE and plans were done by the City of Gresham City Engineer, William Cameron. The PE was done via agreement dated April 1978 (copy included).

The two city streets are classed as SOS projects.

This office is working in the capacity of project monitor.

In the agreement the City of Gresham has requested ODOT to perform the construction engineering including inspection and testing of materials.

The surveys were worked up under two separate prefixes, as two separate projects.

It is being recommended the two be combined, as the City has shown on the plan sheets, and contracted as one unit. The cost estimate has been compiled in this manner.

The termini of the two streets is as follows:

Main St.-N.E. Elliott: This section starts at Station 0 + 18 (N.E. Elliott Ave.) running in a westerly direction to Station 15 + 70 (North Main) on 2nd Street. Overall length 1,552 L.F. This unit will require almost complete re-construction. This includes grading, drainage, concrete work and paving. Some of the existing curbs will remain in place. See plan sheet for locations.

Kelly Ave.-Main Ave. Section of N.E. 5th: This section starts at Station 0 + 18 (N. Main Ave.) and runs easterly to Station 12 + 92 (N.E. Kelly Ave.) on 5th Street. Overall length of paving 1166 L.F. as the intersections are eliminated. This is a 2" overlay with minor patching. One-hundred and eighty tons for patching and 420 tons for the 2" overlay.

The project costs compute: $219,482. This includes engineering and contingencies.

Unit costs were obtained from George Sanford 5/9/80.

The City of Gresham has been advised of the projected cost and they in turn advised to proceed.

It is not anticipated there will be any problems handling traffic during construction.

The City of Gresham has retained the field notes.

Clarence Greggs will make up a base design.

E. J. DUNN
Resident Engineer
(Monitor)

9255

OREGON STATE HIGHWAY DEPARTMENT

LOCATING ENGINEER'S STATEMENT

Submit 2 Copies With Estimate

Prefix 326-1938 326-1944 Highway City Streets Section Main St. - N.E. Elliott Ave. Kelly Ave.-Main Ave. Sect. of 5th

Highway Class D Date June, 1980

Yes	No	N/A*	
			1. Are the following being submitted?
☒	☐	☐	a. Detail Map (Hard Copy). Federal Aid Size Plans
☐	☐	☒	b. Small Scale Ownership Map.
☐	☐	☒	c. Abandonment Map.
☐	☐	☒	d. Vicinity Maps (PUC and Structures).
☐	☐	☒	e. RR Encroachment Maps and Cross Sections.
☐	☐	☒	f. Interchange Layout Sheets.
☒	☐	☐	g. Location Profile.
☐	☒	☐	h. Located Line Cross Sections.
☐	☒	☐	i. Mass Diagram.
☒	☐	☐	j. Earthwork and Other Calculations to Support Estimate. Computation Sheets Only
☐	☒	☐	k. Field Notes.
☐	☒	☐	l. Coordinate Sheets.
☐	☐	☒	m. Clearing and Grubbing Chart.
☐	☒	☐	n. Report on Bench Mark Recoveries (Form E-369)
☐	☒	☐	(1) Description of Bench Mark (Form E-185).
☐	☒	☐	(2) Report on Condition of Bench Mark (Form E-186).
☐	☐	☒	o. Photostats of Deeds and Legal Instruments covering Ownerships.
☐	☐	☒	p. Copies of Maps, Plats and other necessary information for the preparation of R/W Descriptions.
☐	☐	☒	q. Property Appraisal and justifications for alternate facilities.
☐	☒	☐	r. Preliminary Soils and Material Report. Gregg will make base design
☐	☒	☐	s. Statement of Source of Materials and Stockpile Site (Form E-368). Commercial source
☐	☐	☒	t. Sketch Map of all Proposed Stockpile Sites, Gravel Pits and Quarries, with supporting data for Descriptions.
☐	☐	☒	u. Estimate for Movement of Utilities.
☒	☐	☐	v. Quantity Summary.
☒	☐	☐	w. Cost Estimate.
☒	☐	☐	x. Narrative Report of Survey.
☐	☐	☒	2. Have all traverses that are required for the preparation of Metes and Bounds Descriptions been closed?
☐	☐	☒	3. Have all required temporary easements been designated as to area, type and duration?
☒	☐	☐	4. Have you taken into consideration the mechanics and properties of the various types of soil encountered?
☐	☒	☐	5. Have samples of the surfacing materials been submitted for test by the Salem laboratory?
☐	☐	☒	6. Have you investigated drift conditions (snow and sand)?
☐	☒	☐	7. Are there slide conditions apparent?
☐	☒	☐	8. Have you been over this project with a Soils representative?
☐	☐	☒	9. Have you been over this project with a R/W representative?
			10. Has a typical section of the following been platted on the location profile?
☒	☐	☐	a. Roadbed Grading, with Surfacing.
☐	☐	☒	b. Retaining Walls.
☐	☐	☒	c. Slope Benching.
☐	☐	☒	d. Hand Placed Slopes.
☐	☐	☒	e. Rip Rap Work.
☐	☐	☒	f. Irrigation Ditches.
☐	☐	☒	g. Special Drainage Ditches.
☐	☐	☒	h. Channel Changes.
☐	☐	☒	i. Flumes.
☒	☐	☐	j. Sidewalks, Curbs and Gutters.
☐	☐	☒	k. Tunnel (Drainage).
☐	☒	☐	11. Is relocation of a scale site necessary?
☐	☒	☐	12. Does this project involve construction of a frontage road?
☐	☒	☐	13. Will there be unusual difficulty in handling traffic during construction?
☒	☐	☐	14. Have all important alignment points been referenced?
☒	☐	☐	15. Have all location problems been discussed in the Narrative Report of Survey?

* Non Applicable

Signature E. J. DUNN (Monitor) Locating Engineer

Address Portland - Metro

7755

2

U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

6-2-80

FEDERAL AID PROJECT NO.
S[illegible]-2602(2)

STATE PROJECT NO.
See below

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO.
80197

COUNTY NAME
Multnomah

PROGRAM STAGE (Check)
☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
JUL 1 '80
REFER TO [illegible]
FOR
Info | Inves | R/D | D/R | Sign | Act | File

4/4
[illegible]

DATE PS&E APPROVED 3-10-78	DATE AUTHORIZATION EFFECTIVE 6-2-80	FEDERAL ROUTE NUMBER Non Federal Aid STATE ROUTE NUMBER City Street

GENERAL LOCATION:
Main Street - N. E. Elliot Ave. (Gresham) Section

GENERAL DESCRIPTION OF WORK:
Program Change

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☒ OTHER (Specify)
Program Change

☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's letter of 5-20-80 I approve the revised construction costs to a TEC of $75,150 - Federal Funds $64,478.

(Increase TEC $22,510 - FF $19,399)

DATE 6-2-80	SIGNATURE OF APPROVING OFFICIAL G. K. Hosmer	TITLE for Division Administrator

FORM PR-1240 (REV. 6-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U. S. GOVERNMENT PRINTING OFFICE: 1975-631-888

9255

U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

6-2-80

FEDERAL AID PROJECT NO. -2602(1)	STATE PROJECT NO. See Below	COUNTY NAME Multnomah
PROGRAM NO.	ITEM NO. 80194	PROGRAM STAGE (Check) ☐ 1. ☐ 2.

FROM:
G. L. Green, Division Administrator
Salem, Oregon

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
JUN 4 '80
REFER TO Machang
FOR
Info | Inves | R/D | O:R | Sign | Act | File

6/4 [illegible]

DATE PS&E APPROVED 3-10-78	DATE AUTHORIZATION EFFECTIVE 6-2-80	FEDERAL ROUTE NUMBER Non Federal-aid STATE ROUTE NUMBER City Street

GENERAL LOCATION:
Kelly Avenue - Main Avenue (Gresham) Section

GENERAL DESCRIPTION OF WORK:
Program Change

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☒ OTHER (Specify)
Program Change

☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's letter of 5-20-80 I approve the revised construction costs to a TEC of $21,890 - Federal Funds $18,777.

(Increased TEC $6,810 - FF $5,840)

DATE 6-2-80	SIGNATURE OF APPROVING OFFICIAL G. K. [illegible]	TITLE for Division Administrator

FORM PR-1240 (REV. 6-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1978-631-486

9255

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

May 20, 1980

TO: G. L. Green, Division Administrator
Federal Highway Administration

FROM: D. E. Swan
Operation Programming Engineer

SUBJECT: Minor Program Changes
Safer Off System Roads Projects

I hereby request your approval of a minor program change on the following listed projects to increase the estimated total cost and federal funds for each of the projects as follows:

Item No.	Project No.	Total Cost	Fed. Funds	Total Cost	Fed. Funds
80185	SOS-2600(1)	$162,610.00	$139,238.00	$87,110.00	$74,738.00
80194	SOS-2602(1)	24,190.00	20,750.00	6,810.00	5,840.00
80197	SOS-2602(2)	80,350.00	68,939.00	22,610.00	19,399.00

This change is necessary to provide for additional funds made available to the local jurisdictions as per agreements.

The additional federal funds required for the above listed increases will be available from the release of funds by processing of the project agreement on Project No. OS-SOS-2500(2) which has been forwarded under separate action.

I further request your approval of an increase in preliminary engineering costs on Project No. SOS-2600(1) from $6,000 to $10,600 as indicated on the enclosed authority for survey. Justification for this increase in contained in Multnomah County's letter of August 23, 1979.

Form 734-3122

Approval of this request will involve changes in funding on the project as follows:

Project No.	Work	Total Cost	Federal Funds
SOS-2600(1)	P.E.	$ 10,600.00	$ 9,000.00
	Const.	152,010.00	130,238.00
		$162,610.00	$139,238.00

I further request authorization of the increases in total costs and federal funds on the above projects concurrently with processing of the project agreement on OS-SOS-2500(2) to prevent lapse of funds.

CL:bke

cc: H. Reynoldson
R. Hacek

9255

city of Gresham

CITY OF GRESHAM
1333 N.W. Eastman • Gresham, Oregon 97030
Telephone: (503) 661-3000

May 19, 1980

Mr. E. J. Dunn
Department of Transportation
5821 N.E. Glisan
Portland, Oregon 97213

SUBJECT: N.E. 2ND AND N.E. 5TH STREET PROJECT

Dear Mr. Dunn:

Following are the calculations which you requested for contract preparation on the above-referenced project.

OVERVIEW OF PROJECT

MAIN STREET
- Begin paving 3" A/C, 1-1/2" 3/4-0, 10-1/2" 1-1/2"-0
- Remove old curb and catch basins
- Install new curbs and wheelchair ramps
- Install new inlets
- Replace curb north side of 2nd at barber shop

ROBERTS STREET
- Paving:
  - Replace 9' of curb at the Soup Gallery
  - Replace 41' of curb and sidewalk in front of dentist's office

HOOD STREET
- Paving:
  - Adjust valves

KELLY STREET
- Relocate catch inlets (remove 4 existing inlets)(install 5 new inlets)
- Relocate 4 curb returns
- Relocate fence
- Replace badly broken curbs
- Replace 3 A/C driveways with concrete
- Replace badly broken concrete sidewalk; remove meter box at N.E. corner

CLEARING AND GRUBBING
EXCAVATION AND GRADING
ELLIOTT TO CENTERLINE OF KELLY
260' x 30' = 7,800 sq.ft.
CENTERLINE OF KELLY TO MAIN
1295' x 36' = 46,620 sq.ft.
54,420 sq.ft.

Depth 15" = 1.25' x 54,420 = 68,025 = 2519 cu.yd.
27

1 to 1-1/2"-0 Base Rock (10" compacted thickness)

260 x 30 = 7,800 sq.ft./9 = 866.67 sq.yd. x 0.5495 ton = 476
sq.yd.

1295 x 36 = 46,620/9 = 5180 sq.yd. x 0.5495 ton = 2846
sq.yd. 3322 tons

Total Area = 6046.67 sq.yd.
Class "B" Asphalt 3" thick
6046.67 sq.yd./5.5 sq.yd./ton = 1099.4 or 1100 tons

CURB REPLACEMENT (no curb returns)
(13' Bonton + 9' Gentry's + 41' Dentist +20'+15'+24' = 122 l.f.

REMOVE FIVE (5) EXISTING (OLD) CATCH INLETS
(4 at Kelly Street + 1 at North Main)

INSTALL SIX (6) NEW CATCH INLETS
(5 at Kelly Street + 1 at North Main)

REMOVE EXISTING CURBS AND RETURNS WITH WHEELCHAIR RAMPS
35 x 5 returns = 175 l.f.

DRIVEWAY REPLACEMENT
70 x 9 = 630 sq.ft.
RELOCATION OF FENCE ON KELLY STREET
REPLACE SIDEWALK
40 ft x 5 = 200 sq.ft.
TACK COAT
Area x Rate of Spread = Amount
6046.7 x 0.25/gal. = 1,511.6 gal. = 6.1 tons
245 gal./ton

BARRICADES
Two (2) at end of 2nd Street
FLAGGING
Two (2) flag persons
SIGNING
Twenty (20) signs at 9 sq.ft. each = 180 sq.ft.

STORM DRAIN

Trench Excavation

Length 276' width I.D. + 18" (pay width)

Pipe 24" = 42" = 3.50'
21" = 39" = 3.25'
12" = 30" = 2.50'

Avg. depth to spring line: 7-3/4" for 24"
7-1/2" for 21"
4-3/4" for 12"

24" $\frac{276' \times 3.50 \times 7.75}{27}$ = 277.28 cu.yd.

21" $\frac{33' \times 3.25 \times 7.50}{27}$ = 29.79 cu.yd.

12" $\frac{172' \times 2.50 \times 4.75}{27}$ = 75.65 cu.yd.

Total = 382.72 cu.yd. or 383 cu.yd. excavation

12" to 21" Tees = 1
12" to 24" Tees = 3

Class "B" Bedding - 24" Pipe - 6" below pipe to springline

24" $\frac{276 \times 7.75 \times 3.5}{27}$ = 277.28 x 1.08 = 299.46 cu.yd. bedding

21" $\frac{33 \times 7.25 \times 3.5}{27}$ = 28.80 x 1.08 = 31.10 cu.yd.

12" $\frac{172 \times 4.75 \times 2.5}{27}$ = 75.65 x 1.08 = 81.70 cu.yd.

Total 412.26 cu.yd. bedding

If you have any questions, please call me at 661-3000, Extension 437.

Very truly yours,

Carl F. Cooper
Carl F. Cooper
Principal Engineering Technician

jb

9255

Section N. Main Ave. — [illegible] Kelley Ave. (Gresham) section Programming Estimate $ 21~~4~~ 000 U3m.

Highway City Streets (N.E. 2nd St. & NE 5th St.) Project Length 0.53

County Multnomah Completion Time "A & B" ~~180~~ Cal. days "C" 150

Kind of Work Grading and Paving Est. Comp. Date 7~~8~~-21-81

Prefix 2nd St. 326-1938 5th St. 326-1944 Letting Date Jan 29, 1981 Project No. SOS-2602 (1) SOS-2602 (2)

ESTIMATED CONSTRUCTION AUTHORIZATION

	"A"	"B"	"C"	Alternates "A"	"B"	"C"
Contract Amount				$ 185,266.50	159,735.50	116,071.00
	400	400	400			
	2,500	1200	1000			
				2,900	1600	1400
Subtotal				$ 188,866.50	161,335.50	117,571.00
Contingencies (4-1/2%)				8,467.49	7,260.10	5,290
Engineering (~~4~~ ⑨ ~~10~~%)				16,934.99	14,520.20	10,581
Subtotal				$ 213,568.98	183,115.80	133,443
Credit for						
Estimated Net Authorization, Construction				$ 213,568.98	183 115.80	133,44[illegible]
Est. PE Costs				5,000.00	5,000.00	5,000
Est. total Costs				$ 218,568.98	$ 188,115.80	$ 138,443
Less Federal Funds				89,689.00	89,689.00	89,689
Est. City share of Costs				$ 128,879.98	$ 98,426.8	$ 48,75[illegible]

APPROVED

Road Design Engineer

ROUTING SLIP—DEPT. OF TRANSPORTATION Date: 1-5-80

Director
Chief of Operations
Asst. Dir.-Administration
Asst. Dir.-Transportation Policy & Program Develop.
Accounting (Highway)
Administrative Services
Chief Counsel
Commission Services
Construction
Data Processing (Trans. Bldg.)
Employee Development
Engineering (Design)
Environmental
Equipment Shops & Storeroom
Finance (DOT)
FHWA

General Files
General Services (DOT)
Information Systems (Lana Ave.)
Labor Relations
Landscape
Library
Location
Mail Room
Maintenance
Materials & Research
Motor Vehicles
Organization & Manpower Services
Parks & Recreation
Permits & Weighmaster
Personnel Operations
Photocopy
Proj. Mgmt. & Operations Planning

Public Affairs
Public Transit
Radio
Right of Way
Safety & Health Services
Sign Shop
State Highway Engineer
Structures
Technical Services Engineer
Traffic Support Services
Transportation Policy & Program Development
Travel Information
Utilities
[✓ Metropolitan]
Region Number
District Number

ATTENTION: Jon Rose

FROM: Proj. Mngt.

COMMENTS: This information has been discussed with the city. Please send a copy to them.

Form 731-0022 (7/78) SP*70682-734

N. Main Ave. – N.E. Elliot Ave. (Gresham) section

Section N. Main Ave. – N.E. Kelley Ave. Programming Estimate $ 214 000 Bm.

Highway City Streets (NE. 2nd St. & NE 5th St.) Project Length 0.53

County Multnomah Completion Time "A&B" ~~180~~ Cal. days, "C" 150

Kind of Work Grading and Paving Est. Comp. Date 7-21-81

Prefix 2nd St. 326-1938, 5th St. 326-1944 Letting Date Jan 29, 1981 Project No. 505-2602 (1), 505-2602 (2)

ESTIMATED CONSTRUCTION AUTHORIZATION

Alternates

	"A"	"B"	"C"	"A"	"B"	"C"
Estimated Contract Amount				$ 185,266.50	159,735.50	116,071.00
Anticipated Additional Items:						
Royalty Payment						
Permit Fees						
Slide Correction						
Railroad Protective Costs						
Other Railroad Costs						
Permanent Signing	400	400	400			
Permanent Pavement Striping	2,500	1,200	1,000			
Temporary Pavement Striping						
Remove Pavement Striping (Exist. & Temp.)						
Temporary Erosion Control						
State Furnished						
Roadside Seeding & Mulching				2,900	1,600	1,400
Asphalt Cement Adjustment						
On the Job Trainees						
State Responsibility for Damages						
Signal Controller Testing (Engineering)						
Bikeway Signs						
Furnish Mailbox Posts						
Adjust Utilities:						
Subtotal				$ 188,166.50	161,335.50	117,571.00
Contingencies (4-1/2%)				8,467.49	7,260.10	5,290.70
Engineering (~~8~~ ⑨ ~~10~~%)				16,934.99	14,520.20	10,581.39
Subtotal				$ 213,568.98	183,115.80	133,443.0
Credit for						
Estimated Net Authorization, Construction				$ 213,568.98	183,115.80	133,443.09
Est. PE Costs				5,000.00	5,000.00	5,000.00
Est. total Costs				$ 218,568.98	$ 188,115.80	$ 138,443.09
Less Federal Funds				89,689.00	89,689.00	89,689.00
Est. City share of Costs				$ 128,879.98	$ 98,426.80	$ 48,754.09

APPROVED

Road Design Engineer

OREGON STATE HIGHWAY DIVISION

SUM ARY--BID SCHEDULE--COST ESTIMAT

Sheet 1 of ~~2~~ 5

Date 12/11/80

N. Main Ave – N.E. lliot Ave. [505-2602(1)] (Gresham)

ion N. Main Ave. – N.E. Kelly Ave. [505-2602(2)]

County Multnomah

nd Of Work Grading and Paving

Length 0.53

Name Bill Bergstedt

No	Item	Code	Unit	Quant.	Unit Cost	12-17-80 Total
	Alternate "A"					
1	Mobilization		All	All	(6%)	10,460
2	Temporary Protection and Direction of Traffic		All	All	–	1,756^{00}
3	Temporary Signs		Sq. Ft.	282	6^{00}	1,692^{00}
4	Temporary Barricades		Each	6	125^{00}	750^{00}
5	Flagmen		Hour	160	24^{50}	3,920^{00}
	Road work					
6	Removal of Structures and Obstructions		All	All	–	2500^{00}
7	Cold Plane Pavement Removal		Lin. Ft.	1,660	1^{00}	1,660^{00}
8	General Excavation		Cu. Yd.	2,940	5^{50}	16,170^{00}
9	Trench Excavation		Cu. Yd.	376	10^{00}	3,760^{00}
10	Select Backfill		Cu. Yd.	315	17^{50}	5,512^{50}
11	$\frac{3}{4}$"-0 Aggregate Base		Ton	470	13^{00}	6,110^{00}
12	$1\frac{1}{2}$"-0 Aggregate Base		Ton	4,110	12^{00}	49,320^{00}
13	Class "B" or Class "C" Asphalt Concrete		Ton	1,740	31^{00}	53,940^{00}
14	Reinforcing Fabric		Lin. Ft.	1,660	1^{50}	2,490^{00}
15	12-inch Sewer Pipe		Lin. Ft.	142	18^{00}	2,556^{00}
16	21-inch Sewer Pipe		Lin. Ft.	44	30^{00}	1,320^{00}
17	24-inch Sewer Pipe		Lin. Ft.	276	35^{00}	9,660^{00}

OREGON STATE HIGHWAY DIVISION

SUMMARY--BID SCHEDULE--COST ESTIMATE

Sheet 2 of 2

Date 12/11/80

N. Main - N.E. Elliot Ave.

on N. Main - NE Kelly Ave. (Gresham)

County Multnomah

Of Work Grading and Paving

Length

Name Bill Bergstedt

	Item	Code	Unit	Quant.	Unit Cost	Total
1						
18	Bedding Material		Cu. Yd.	54	20.00	1080.00
19	Concrete Manholes		Each	2	1500.00	3,000.00
20	Concrete Inlets		Each	6 ~~5~~	500.00	3,000.00 ~~2,500.00~~
21	Sidewalk Ramps		Each	15	200.00	3,000.00
22	Concrete Curbs		Lin. Ft.	322	5.00	1,610.00

Alternate "A"

$184,766.50
500

$185,266.50

SUMMARY--BID SCHEDULE--COST ESTIMATE Date 12/11/80

N. Main Ave – N.E. Elliot Ave. [SOS-2602(1)] (Gresh) County Multnomah

on N. Main Ave.– N.E. lly Ave. [SOS-2602(2)]

d Of Work Grading and Paving Length 0.29 Name Bill Bergstedt

12-17-80

No.	Item	Code	Unit	Quant.	Unit Cost	Total
	Alternate "B"					
~~1~~	Mobilization		All	All	(6%)	9000^{00}
~~2~~	Temporary Protection and Direction of Traffic		All	All	—	$1,187^{00}$
~~3~~	Temporary Signs		Sq. Ft.	195	6^{00}	$1,170^{00}$
~~4~~	Temporary Barricades		Each	4	125^{00}	500
~~5~~	Flagmen		Hour	80	24^{50}	$1,960^{00}$
	Road work					
~~6~~	Removal of Structures and Obstructions		All	All	—	2500^{00}
~~7~~	Cold Plane Pavement Removal		Lin. Ft.	1,660	1^{00}	1,660
~~8~~	General Excavation		Cu. Yd.	2,940	5^{50}	$16,170^{00}$
~~9~~	Trench Excavation		Cu. Yd.	376	10^{00}	$3,760^{00}$
~~10~~	Select Backfill		Cu. Yd.	315	17^{50}	$5,512^{5}$
~~11~~	3/4"-0 Aggregate Base		Ton	470	13^{00}	$6,110^{00}$
~~12~~	1 1/2"-0 Aggregate Base		Ton	4,110	12^{00}	49,320
~~13~~	Class "B" or Class "C" Asphalt Concrete		Ton	1,070	31^{00}	33,170
~~14~~	Reinforcing Fabric		Lin. Ft.	1,660	1^{50}	2,490
~~15~~	12-inch Sewer Pipe		Lin. Ft.	142	18^{00}	$2,556^{00}$
~~16~~	21-inch Sewer Pipe		Lin. Ft.	44	30^{00}	1320^{00}
~~17~~	24-inch Sewer Pipe		Lin. Ft.	276	35^{00}	9660^{00}

SUMMARY--BID SCHEDULE--COST ESTIMATE Date 12/11/80

N. Main – N.E. Elliot Ave.
N. Main – NE [illegible] Ave. (Gresham) County Multnomah

or Work Grading and Paving Length ______ Name Bill Bergstedt

Item	Code	Unit	Quant.	Unit Cost	Total
Bedding Material		Cu. Yd.	54	20^{00}	1080^{00}
Concrete Manholes		Each	2	1500^{00}	$3{,}000^{00}$
Concrete Inlets		Each	~~5~~ 6	500^{00}	~~$2{,}500^{00}$~~ $3{,}000^{00}$
Sidewalk Ramps		Each	15	200^{00}	$3{,}000^{00}$
Concrete Curbs		Lin. Ft.	322	5^{00}	$1{,}610^{00}$

Alternate "B" \$ $159{,}235^{50}$ ✓
500

\$ $159{,}735^{50}$

OREGON STATE HIGHWAY DIVISION

SUMMARY--BID SCHEDULE--COST ESTIMATE

Sheet 5 of 5

Date 12/19/80

Main Ave - N.E Elli Ave. [S05-2602(1)

ion Main Ave - NE Kelly Ave. ES05-2202(2)

County Mult

ind Of Work Grading and Paving Length 0.23 Name Bill [illegible]

Item	Code	Unit	Quant.	Unit Cost	12-22-80 Total 8
Alternate "C"					
Mobilization		All	All	(6%)	6,500 —
Temporary Protection and Direction of Traffic		All	All	—	1,087 —
Temporary Signs		Sq. Ft.	177	6.00	1,062 —
Temporary Barricades		Each	4	125.00	500 —
Flagmen		Hour	50	24.50	1,225 —
Roadwork					
Removal of Structures and Obstructions			All	—	2,000.00
Cold Plane Pavement Removal		Lin. Ft.	1,190	1.00	1,190.00
General Excavation		Cu. Yd.	2,550	5.50	14,025.00
3/4"-0 Aggregate Base		Ton	405	13.00	5,265.00
1½"-0 Aggregate Base		Ton	3,550	12.00	42,600.00
Class "B" or Class "C" Asphalt Concrete		Ton	920	35.00	32,200.00
Reinforcing Fabric		Lin. Ft.	1,190	1.50	1,785.00
12-inch Sewer Pipe		Lin. Ft	35 ~~20~~	40.00	1,400.00 ~~800.00~~
Concrete Inlets		Each	3 ~~2~~	500.00	1,500.00 ~~1,000~~
Sidewalk Ramps		Each	11	200.00	2,200.00
Concrete Curbs		Lin. Ft.	272	6.00	1,632.00

9255

Department of Transportation
METROPOLITAN BRANCH
5821 N.E. GLISAN, PORTLAND, OREGON 97213

PROJECT MANAGEMENT
PME ☑ CCE ☐ OM ☐
LCE FAE ☐ OP ☐
APR 11 1979
File: PM FA
TA OP

April 10, 1979

Telephone: 238-8250

Mr. Bill Cameron
City Engineer
City of Gresham
150 W. Powell Blvd.
Gresham, OR 97030

Subject: Safer Off System Road Projects/Fifth Street (Kelly-Main) Second Street (Main-Elliott)/City of Gresham

Dear Bill:

For several months the Safer Off System Roads Program has appeared to have funding problems and review of the present status shows that Oregon does not have sufficient money to complete all the projects which have been approved by the Transportation Commission. Gresham's Second Street and Fifth Street projects have had federal money obligated based on the city's estimate in the original project request. The total costs, including all preliminary engineering, construction engineering, contingencies and contract costs were estimated at $17,225 for Fifth Street and $57,600 for Second Street. For Fifth Street $14,900 in federal funds has been obligated and for Second Street $49,500.

Less than half of the fiscal year '78 money authorized by congress was appropriated and until recently most of that money nationwide remained unobligated. Several weeks ago FHWA offered this remainder on a "first-come, first-serve" basis. Under this condition all the FY '78 funds were rapidly used up. The FY '79 money authorized by congress has not be appropriated. With the FY '78 money exausted, and nothing for FY '79, there is not sufficient money to complete many of the projects begun eariler. If the city's two projects should exceed the above costs, any overrun would be the sole responsibility of the city. Although MSD has authorized money for anticipated overruns, there is, in fact, no federal money presently available beyond what has been obligated.

The city appears to have these options if project costs are greater than those shown above:

1. Postpone construction, hoping for congress to appropriate additional funds.
2. Construct the projects using city money for all costs in excess of the federal obligation.
3. Reduce the scope of the projects to stay within the money available.

4. Cancel one project and use the released money to pay any possible overrun on the other project.

If it appears that your two projects will overrun the available money, please advise us how you would like to handle the project for scheduling through the contracting process. If you have any questions, please contact Jon Rose at 238-8350.

Sincerely,

DONALD R. ADAMS
Project Development Manager

sb

cc: Region I
Jerry Wimer

9255

OREGON STATE HIGHWAY DIVISION

TO: MEMO TO THE FILE

FROM: E.J. Dunn
Resident Engineer
Metro

SUBJECT: City of Gresham Projects

DATE: March 28, 1979

The City of Gresham has two BOS Projects:

No. 1 — Main St. — E.R. Elliott Prefix: 326-1938 (NO. 6527)
No. 2 — Kelly Ave. — Main Ave. Prefix: 326-1944 (NO. 6525)

Both these projects are under agreement dated: 4/26/78.

Yesterday afternoon 3/27/79, I personally contacted the City of Gresham Engineering Department to determine the status of the projects and the proposed submittal date. I learned the projects are idle and I could not receive any confirmation on a submittal within a six month period, the reason being that they are working on City projects and subdivisions.

cc: Adams
Klotz
Ewen
Rose

File

E.J. Dunn
Res. Eng.

(SIGNATURE)

PLEASE REPLY HERE 238-8245

CC: ______ ______ (SIGNATURE) ______ (DATE)

1. SENDER SHOULD DETACH SHEET NO. 4 AND HOLD UNTIL REPLY IS RECEIVED, LEAVING 1ST 2 CARBONS INTACT.
2. ADDRESSEE SHOULD REPLY, DETACHING SHEETS, RETAINING SHEET NO. 1 AND RETURNING SHEET NO. 3 TO SENDER.
3. SHEET NO. 2 MAY BE USED AS INFORMATIONAL CARBON COPY OR DESTROYED.

4

9255

City of Gresham
150 West Powell Blvd.
Gresham, Oregon 97030
666-3741

MA PDM PUE TBE SPC
ODOT - METRO
JAN 11 1979
AM PPS FILE: T/A

1-12-79
~~January 8, 1978~~

Mr. Jon Rose
ODOT
5821 NE Glisan
Portland OR 97203

RE: Off Systems Road Improvements - NE 2nd & NE 5th Streets

Dear Jon:

This is to confirm our telephone conversation today that the Engineering Department intends to submit to ODOT both the above mentioned projects near the end of February so that the State may advertise for bids in April 1979.

Very truly yours,

William E. Cameron

William E. Cameron, P.E.
City Engineer

WEC/md

From Metro JON ROSE	Date 1/14/79
To JERRY WIMER	
[✓ Program Mgmt.] Traffic Region 1	

Comments: Gresham agrees that it would be best to combine these two SOSR projects into one contract. Discussed this by phone with Hal Reynoldson

Jon Rose

PROJECT MANAGEMENT
PME ☐ PUE ☐
LCE TAE ☐
JAN 1

N
M

Reynoldson
1) Status of combining
2) Can we make April letting?

9255

November 2, 1978

City of Gresham
City Hall
Gresham, OR 97030

MISC. CONTRACTS and
AGREEMENTS No. 6525

Attention: Dixie McKershan
City Recorder

Gentlemen:

Attached for your records is a fully executed copy of an agreement for construction of the Kelly Avenue-Main Avenue Section of N.E. Fifth Street in Gresham.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Very truly yours,

C. W. Head
COMMISSION SERVICES

dda
Attachment

bc Don Harwell (Agreement attached)

4255

7-26-78

U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. SOS-2602(1)

STATE PROJECT NO. See below

COUNTY NAME Multnomah

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO. 80194

TO:

Mr. F. B. Klaboe
Chief of Operations, ODOT
State of Oregon
Salem, Oregon

DATE PS & E APPROVED 3-10-78

DATE AUTHORIZATION EFFECTIVE 7-26-78

FEDERAL ROUTE NUMBER Non Federal Aid

STATE ROUTE NUMBER City Street

GENERAL LOCATION:
Kelley Avenue-Main Avenue Sect. (Gresham)

GENERAL DESCRIPTION OF WORK:
Program change

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRLIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☒ OTHER (Specify) Program change

☐ ACQUISITION OF RIGHT-OF-WAY
CONTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's 6-30-78 letter I approve the Program change in the termini of the project as shown above and concur that the project falls in the classification of a non-major action as set forth in FHPM 7-7-2 paragraph 10e.

[illegible]

DATE 7-26-78

SIGNATURE OF APPROVING OFFICIAL G. K. Hosmer

TITLE for Division Administrator

FORM PR-1240 (REV. 8-70)
EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

9255

ROBERT W. STRAUB
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

June 30, 1978

TO G. L. Green, Division Administrator
Federal Highway Administration

FROM D. E. Swan
Federal Aid Manager

SUBJECT Minor Program Change
Item No. 80194
Project No. SOS-2602(1)
Kelley Avenue-Cleveland Ave. (Gresham) Section
Multnomah County

We hereby request your approval of a minor program change in the termini of the subject project to read "Kelley Avenue-Main Avenue (Gresham) Section".

Subsequent to approval of this project, the City determined that the adjacent section of N.E. 5th Street was in greater need of a pavement overlay and requested that the limits of the project be shifted to the section from Kelley Avenue-Main Avenue. No change in the estimated total cost or project length is involved for this change.

The revision of this project was approved by CRAG Resolution No. BD780502 on May 25, 1978.

We further request the following:

1) Concurrence that the project still falls in the classification of nonmajor action as set forth in FHPM 7-7-2, paragraph 10e.

2) Concurrence that the original authorization date of March 10, 1978 is still in effect for the project.

CL:lml

cc: M. Klotz
J. Rose
H. Reynoldson ✓

9255

PROJECT MANAGEMENT OFFICE MEMO

Date 6/14/78

City of GRESHAM

Subject Kelley Ave - Main Ave. Section

File No. 505-2602( )

Received (call) (visit) from

Address

Made (call) ~~(visit)~~ to Jon Rose

Phone

Reason for contact and general discussion:

Need Survey Authority and Project Request for new section.

PROBLEM - City is going ahead on old staff. - Someone told them they could. - Jon is check on this.

Hal - Please follow up. New project goes to Comm 6-20-78
Need new agree, assessment, Survey Auth, Fed Auth etc.

Signature

File ( ) ( ) ( ) ( ) ( ) ( ) ( ) ( )
Circulate: PME LGE OPE FAE CCE OM Other

9255

DATE June 8, 1978

TO OREGON TRANSPORTATION COMMISSION

FROM N. S. Coulter
State Highway Engineer

SUBJECT Proposed Safer Off-System Roads Projects

On the Consent Calendar for the June 20 meeting will be a request to cancel a previously approved SOS-R project and a request for approval of one SOS-R project.

The request for cancellation is for a previously approved project on Kelley Ave.-Cleveland Ave. Section, on N.E. 5th Street in the City of Gresham.

The City of Gresham is now requesting a $17,340 project on the Kelley Ave.-Main Ave. Section on 5th Street. This project will replace the cancelled one above.

This project has been investigated and is eligible for funding under the Safer Off-System Roads Program. I recommend your approval and request authorization to sign the project agreement for and on your behalf.

Attachment

HR:lml

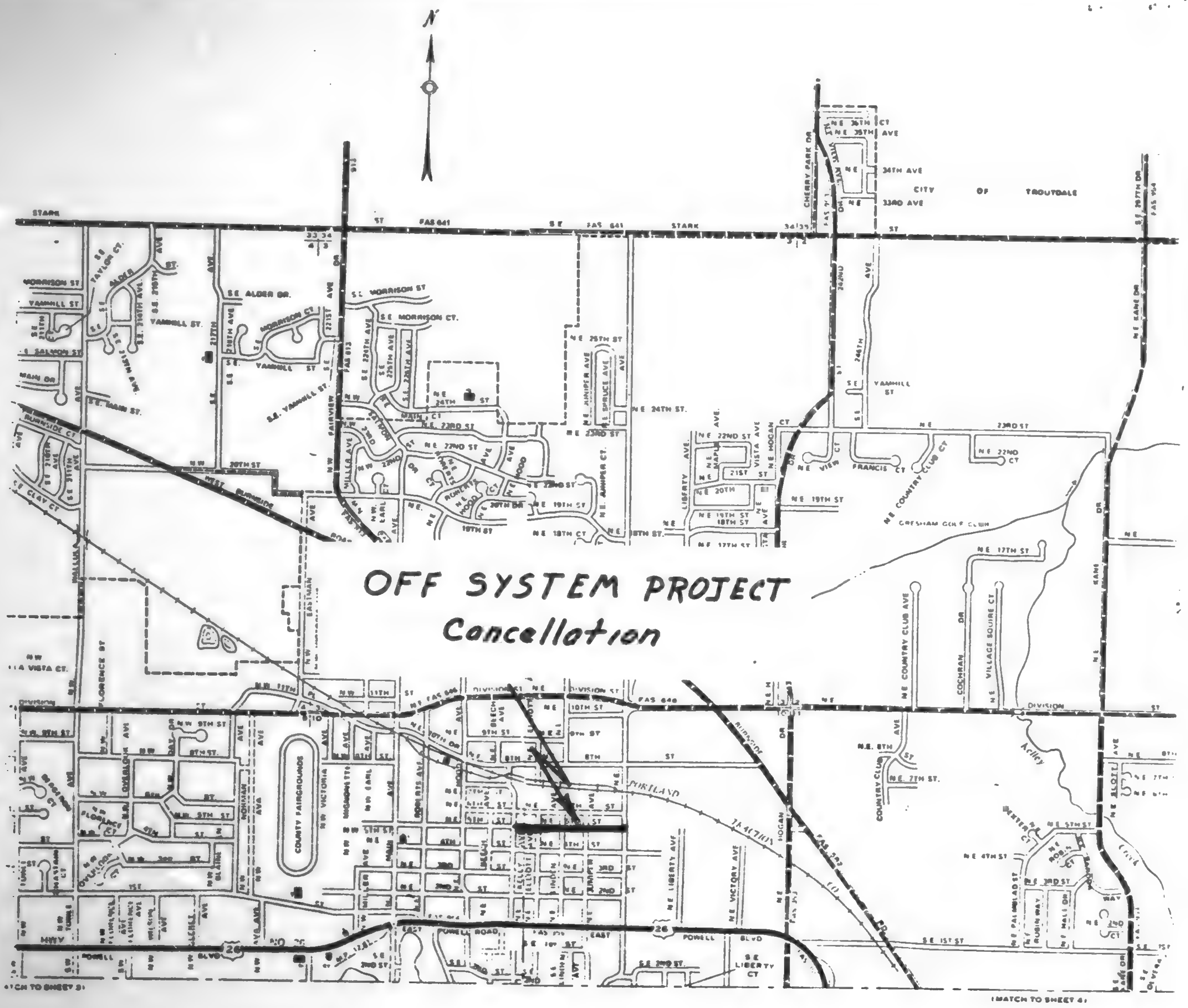
bc:
R. A. Burco
F. B. Klaboe
C. W. Head
E. S. Hunter
D. H. Moehring
R. N. Bothman
George Bell
V. E. Skoog
J. H. Versteeg
E. L. Hardt
C. O. Fredrickson
A. Shirley, Jr.
D. N. Harwell

CITY OF GRESHAM
Off-System Project Cancellation

Kelley Ave.-Cleveland Ave. Section
N.E. 5th Street
Pave
$17,340

This project was approved by the Commission on February 2, 1978.

The City inadvertently requested a project on the wrong section. They are requesting that their project be changed to the Kelley Avenue to Main Avenue Section, which is adjacent to and also on N.E. 5th Street. This section is being used as part of two Tri-Met bus routes. CRAG and the other planning agencies in the Metropolitan area have approved the change.


N
STARK
FAS 641
CITY OF TROUTDALE
CHERRY PARK DR
SE 257TH DR
FAIRVIEW
DIVISION
FAS 646
COUNTY FAIRGROUNDS
NW EASTMAN
FLORENCE ST
WEST BURNSIDE
BURNSIDE
HOGAN
NE COUNTRY CLUB AVE
COCHRAN DR
NE VILLAGE SQUIRE CT
GRESHAM GOLF CLUB
KANE DR
POWELL BLVD
EAST POWELL ROAD
26
PORTLAND TRACTION CO.
NE LIBERTY AVE
NE VICTORY AVE
(MATCH TO SHEET 4)

OFF SYSTEM PROJECT
Cancellation

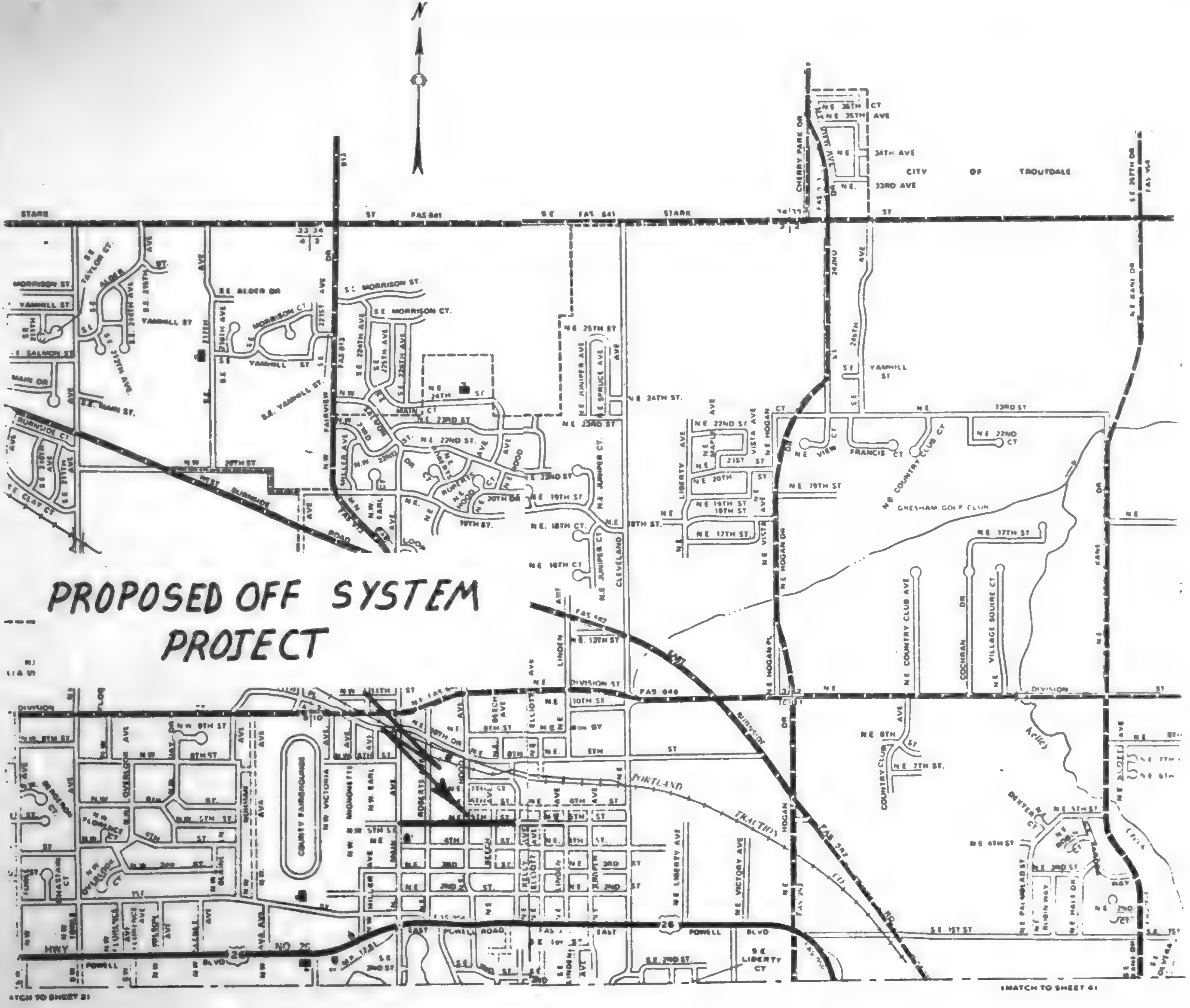
GRESHAM
MULTNOMAH COUNTY, OREGON

CITY OF GRESHAM
Off-System Roads Project

Kelley Avenue-Main Avenue Section
N.E. 5th Street
Paving
0.23 Miles
$17,340

This project consists of placing a 2½ inch A.C. pavement on this section of N.E. 5th Street. This will strengthen the roadway for the continued use of Tri-Met buses.

Preliminary engineering to be performed by City, and construction engineering to be performed by State.


N
PROPOSED OFF SYSTEM PROJECT
CITY OF TROUTDALE
STARK ST
FAS 841
DIVISION ST
FAS 840
BURNSIDE
FAS 282
PORTLAND TRACTION CO
COUNTY FAIRGROUNDS
GRESHAM GOLF CLUB
POWELL BLVD
EAST POWELL ROAD
HOGAN DR
KANE DR
CLEVELAND
NE COUNTRY CLUB AVE
COCHRAN DR
NE VILLAGE SQUIRE CT
NE 242ND
CHERRY PARK DR
MATCH TO SHEET 41

GRESHAM

MULTNOMAH COUNTY, OREGON

W.M.

9255

2.

May 23, 1978

City of Gresham
City Hall
Gresham, OR 97030

Attention: Dixie McKeachan
City Recorder

MISC. CONTRACTS and
AGREEMENTS No. 6527

Gentlemen:

Attached for your records is a fully executed copy of an agreement to reconstruct the Main Street-Elliot Avenue Section of N. E. Second Street.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Very truly yours,

C. W. Mead
COMMISSION SERVICES

fkm

Att.

cc Don Harwell (agree. att.)

9255

STATE OF OREGON

INTEROFFICE MEMO

DATE: May 10, 1978

TO: GERRY WIMER
Local Government Programs Engineer

FROM: JON ROSE Jon Rose
Federal Aid Engineer

SUBJECT: Signed Agreements
SOSR Projects
Second Street-Main to Elliot
Fifth Street-Main to Kelly
City of Gresham

The City of Gresham has signed and returned three copies each of the agreements covering Gresham's two SOSR projects. Please note that on the agreements relating to the Fifth Street project, the City has changed and initialed the project limits. The length of the project remains the same, Metro Environmentalists have advised that there is no significant change in environmental impact and CRAG has advised that it has no objection to this change. Your files should have copies of related correspondence.

In the City's transmittal letter, please note that the City is requesting that the State perform construction engineering on both projects. Region Engineer Ed Hardt has advised that his crews could handle the construction engineering on these two small projects and if it is acceptable, the letter should be incorporated into the agreements and be considered a part of them.

All copies of both agreements bear the signatures of City officials. There is attached a copy of the authorizing resolution, the agreements have the approval of the Metropolitan Section and all are returned to you for further action.

JR/ldo

Attachments

cc: Region 1 w/attachment

PROJECT MANAGEMENT
PME
CCE ☐
LGE
FAE ☐
MAY 12 1978

Holmes
Possibly we need new
Comm Action

81-125-1387

PW—80
5M—6-67

9255

DEPARTMENT OF PUBLIC WORKS

GRADE SHEET 1 of 1

Road Storm Drain
Section Kelly to Elliot
Date
Computed by:
Checked by:
Base depth:

GRADE

Station	Profile Grade	Vertical Curve Correction	Tangent Grade		
0+00 MH	315.00				
0+25	15.02				
0+50	15.04				
0+75	15.06			24" CSP	
1+00	15.08				
+25	15.10				
+50	15.12				
+75	15.14				
2 —	15.16				
+25	15.18				
+50	15.20				
2+76 MH	out 15.22 in 15.42				
3 —	15.44				
+09	315.45	End of 21" pipe		21"	

+0.08%

+0.10%

W—00
—6-67

9255 **DEPARTMENT OF PUBLIC WORKS**

RADE SHEET 1 of 3

Road NE 2nd STREET
Computed by:
Section
Checked by: 10½" 1½-0
Date 3. MAY 78
Base depth: 1½ ¾-0
CENTERLINE GRADE
3" A.C.

Station	Profile Grade	Vertical Curve	Tangent Grade		
0 + 18				323.54	
0 + 25			GRADE = + 0.14%	323.51	
+ 50	323.55			323.55	
+ 75				323.58	
1 + 00	323.62			323.62	
+ 25				323.65	
+ 50	323.60			323.68	
+ 75				323.72	
2 + 00	323.75			323.75	
+ 25				323.79	
+ 50	323.82			323.82	
+ 75				324.42	INTERS. OF KELLY & 2nd
3 + 00	324.15			324.15	
+ 25				324.08	
BVC + 50 *	324.01	324.05	−0.10%	324.05	BVC
+ 75		324.05			VC = 100' CURVE #1
4 + 00	324.11	324.10			
+ 25		324.21			
EVC + 50 *	324.34	324.36	+0.72%	324.36	EVC
+ 75				324.54	
5 + 00 *	324.72	324.72	+0.72% +0.87%	324.72	BREAK POINT BVC
+ 25		324.94			
+ 50	325.07	325.16			CURVE #2
+ 75		325.39			
+ 00	325.58	325.61			
+ 25		325.84			

W—83
,M—6-67

RADE SHEET 2 of 3

DEPARTMENT OF PUBLIC WORKS

Road NE 2nd STREET
Computed by:
Section
Checked by:
Date 3. W?AY 78.
Base depth:
CENTERLINE GRADE

Station	Profile Grade	Vertical Curve ~~Correction~~	Tangent Grade		
6 + 50	326.06	326.08			
+ 75		326.31			
7 + 00	326.56	326.55	+0.96% +0.8%		AP
+ 25		326.75			CURVE #3
+ 50	326.98	326.94			
+ 75		327.12			
8 + 00	327.30	327.30	+0.7% +0.2%	327.30	EVC AP
+ 25				327.35	
+ 50	327.43			327.40	
+ 75				327.45	
9 + 00	327.48			327.50	
+ 25			+ 0.2%	327.55	
+ 30		327.56	+0.28%	327.56	BVC
+ 50	327.49	327.56			
+ 75		327.52			CURVE #4
10 + 00	327.44	327.40			
+ 25		327.20			
+ 30		327.15	-1.05%	327.15	EVC
+ 50	326.88			326.94	
+ 75				326.67	
11 + 00	326.43			326.41	
+ 25				326.15	
+ 50	325.99			325.89	
+ 75				325.62	
2 + 00	325.36	325.37	-1.05%	325.37	BVC
+ 25		325.09			RUE#5
+ 50	324.82	324.78			

[illegible]
4-6-67

RADE SHEET
3 of 3

DEPARTMENT OF PUBLIC WORKS

Road N. E. 2nd STREET
Computed by:
Section
Checked by:
Date 3. MAY 78.
Base depth:

CENTERLINE GRADE

Station	Profile Grade	Vertical Curve Correction	Tangent Grade		
12 + 75		324.45			
13 + 00	324.08	324.08	-1.52% -1.70%	324.08	EVC
+ 25				323.66	
13 + 50	323.23	323.23	-1.70% -1.66%	323.23	AP BVC
+ 75		322.79			CURVE #6
14 + 00	322.26	322.30			
+ 25		321.75			
+ 50	321.16	321.15	-2.50% -2.62%	321.15	EVC AP
+ 75				320.50	
15 + 00	319.84		-2.62% -2.99%	319.84	AP
+ 25				319.09	
+ 50	318.41			318.35	
+ 70	317.75			317.75	END OF PROJECT

9255

City of Gresham
150 West Powell Blvd.
Gresham, Oregon
666-3741

April 26, 1978

Mr. Jon Rose,
Federal Aid Engineer
Oregon Dept. of Transportation
5821 N.E. Glisan
Portland OR 97213

Subject: Gresham SOS Projects
2nd St. - Main to Elliott (No. 6527)
5th St. - Main to Kelly (No. 6525

Dear Mr. Rose:

Enclosed are executed preliminary engineering and construction finance agreements for the subject projects. Also enclosed is a copy of Resolution No. 843, passed by the Gresham City Council on April 25, 1978, authorizing the Mayor of Gresham to sign the agreements.

As discussed in previous conversations, the City of Gresham requests that all construction engineering, including inspection and materials testing, be preformed by the State, as the City does not have sufficient personnel to perform this work.

We expect to deliver plans and specifications to you within 30 days so that construction can be completed this Fall. We appreciate your assistance thus far, and look forward to the successful completion of these two projects.

Very truly yours,

William E Cameron

William E. Cameron, P.E.
City Engineer

WEC/md

cc: David Vargas, Director of Public Works

Enclosures

MA PDM PDE TSE SPC
ODOT - METRO
APR 28 1978
AM PPS

9255

From Metro JON ROSE

Date 4/20/78

To [redacted]

[redacted] Traffic Region 1

Comments: CRAG will probably approve the change. City is altering the agreement and will sign and initial the changes. Please take necessary steps to clean up federal approvals when appropriate. Jon Rose

Columbia Region Association of Gover
527 S.W. Hall Street Portland, Oregon 97201

Denton U. Kent
Executive Director

Regular Members
Clackamas County
Barlow
Canby
Estacada
Gladstone
Happy Valley
Johnson City
Lake Oswego
Milwaukie
Molalla
Oregon City
Rivergrove
Sandy
West Linn
Wilsonville

Multnomah County
Fairview
Gresham
Maywood Park
Portland
Troutdale
Wood Village

Washington County
Banks
Beaverton
Cornelius
Durham
Forest Grove
Gaston
Hillsboro
King City
North Plains
Sherwood
Tigard
Tualatin

Associate Members
Clark County
Vancouver
St. Helens
Port of Portland
Tri-Met
State of Oregon

Ex-Officio Member
State of Washington

April 19, 1978

Mr. Dave Vargas
Director, Public Works
150 W Powell Blvd
Gresham, OR 97030

326-1944

Dear Dave:

Regarding your letter of April 12, concerning the change in the limits of the Fifth Street SOS project and the subsequent amendment of the TIP and Board Resolution 760902 (which established priorities for the Safer Off Systems Roads projects monies).

We note that the primary objective of the project is to upgrade an existing structurally deficient roadway surface to accommodate public transportation vehicles. We understand that an error was apparently made in the original application and that this amendment will not change the project length, scope or cost.

For the above reasons, staff will recommend the limits on the Fifth Street project be changed from "Kelly to Cleveland" to Kelly to Main". The amendment must be approved by the TIP Subcommittee and TTAC. Assuming approval the project will be placed on the Consent Agenda for the May Board meeting.

If I may be of further assistance please contact me.

Sincerely,

Gary Spanovich

Gary Spanovich
Transportation Planner

kt
cc: Ted Spence
Jon Rose
Bill Pettis
Bill Ockert

PROJECT MANAGEMENT
PME ☐ CCE ☐ OM ☐
LGE ☒ FAE ☐ OPE ☐
APR 21 1978
TAA LG OP

92555

City of Gresham

150 West Powell Blvd.
Gresham, Oregon 97030
666-3741

MA PUM PDE TSE SPC
ODOT - METRO
APR 6 1978
AM PPS ebg FILE T/A

PROJECT MANAGEMENT
PME ☐ CCE ☐ OM ☐
LGE ☑ FAE ☐ OPE ☐
APR 14 1978 fp

File: PM FA
TAA Prange LG OP

Seems reasonable. Believe it meets our criteria. Please check. Don't we need CRAG approval?

April ~~8~~ 14, 1978

Oregon Department of Transportation
5821 N. E. Glisan
Portland OR 97213

Attention: Jon Rose, Federal Aid Engineer

Subject: City of Gresham SOS Projects
2nd St. - Main to Elliott and
5th St. - Kelly to Cleveland

Gentlemen:

In response to your letters of March 15 and March 24, 1978, the City of Gresham wishes to proceed with the subject projects, with two minor modifications: (1) We are requesting that the State, rather than the City, be responsible for all construction engineering, since the City does not have adequate staff to provide this function, and (2) we request that the limits on the 5th Street Project be changed from "Kelly to Cleveland" to "Kelly to Main". This would not change the length, scope or cost of the 5th Street Project, but it would allow us to resurface that portion of 5th Street which is in the poorest condition, and which is currently being used by two Tri-Met bus routes.

Please feel free to contact me if you have any questions concerning this request. We will hold up processing of the project agreements until we hear from you.

Very truly yours,

DJVargas

David J. Vargas, P.E.
Director of Public Works

DJV/md

cc: City Engineer

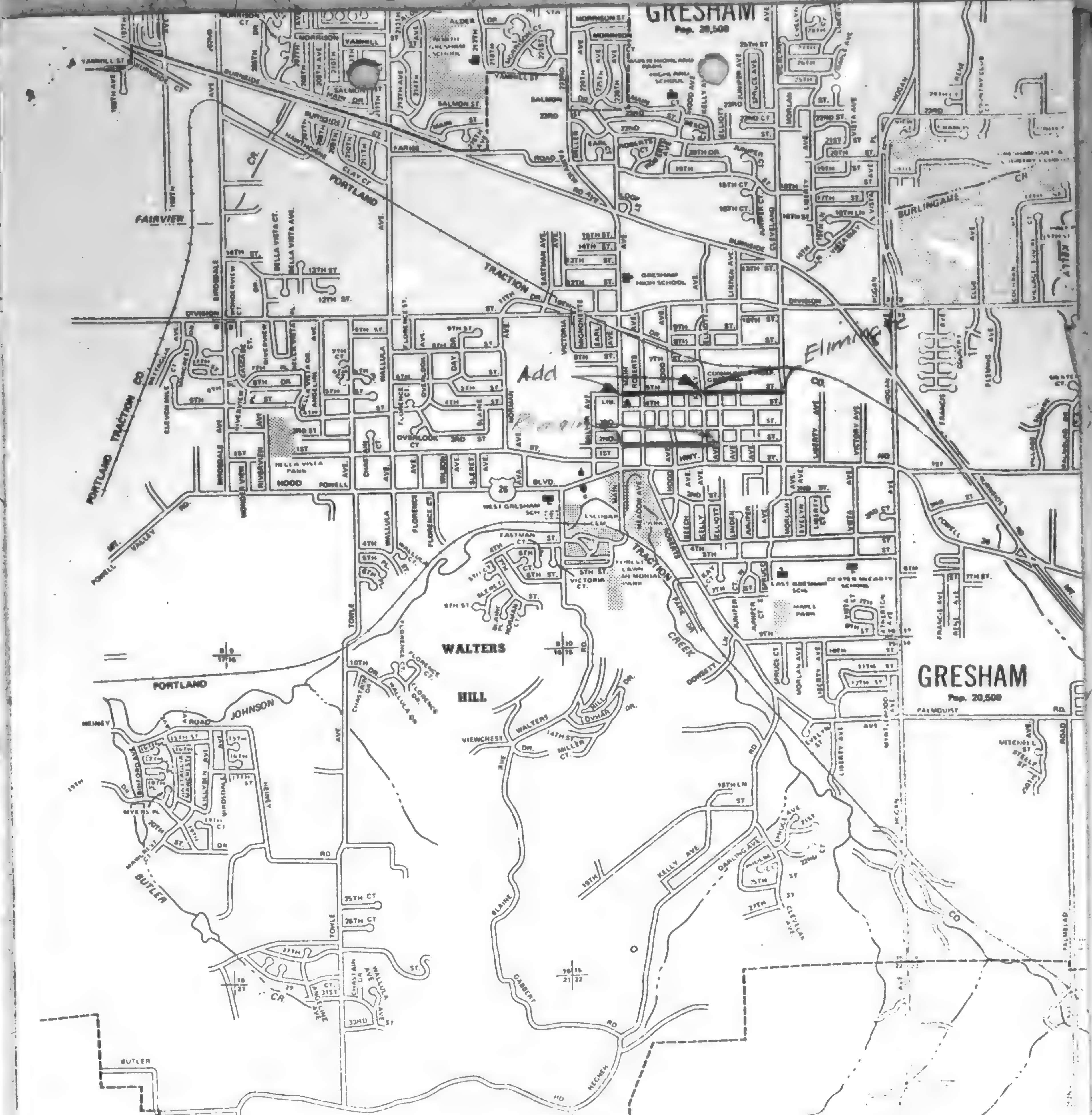
From Metro JON ROSE Date 4/14/7

To [redacted]

[redacted] Traffic Region 1

Comments: Ed Hardt has advised that our crews can handle the construction engineering. I have informally advised Dave Vargas that the request to change the project to another location is questionable. Please advise.

Jon Rose


GRESHAM
Pop. 20,500
FAIRVIEW
PORTLAND TRACTION CO.
BURNSIDE
DIVISION
HOOD
POWELL BLVD.
26
POWELL VALLEY RD.
FAIRVIEW RD.
GRESHAM HIGH SCHOOL
WEST GRESHAM SCH.
EAST GRESHAM SCH.
BURLINGAME
TRACTION DR.
WALTERS HILL
JOHNSON CR.
BUTLER
PALMQUIST RD.
MULTNOMAH COUNTY
CLACKAMAS COUNTY
KELLEY
HOGAN
TOWLE AVE.
Add
Elimin

9255

ROBERT W. STRAUB
GOVERNOR

Department of Transportation
METROPOLITAN SECTION
5821 N.E. GLISAN, PORTLAND, OREGON 97213

March 22, 1978

Telephone 238-8250

DAVID J. VARGAS
Director of Public Works
City of Gresham
150 West Powell Boulevard
Gresham, OR 97030

Subject: Project Approval
Fifth Street (Kelly to Cleveland)
Second Street (Main to Elliott)
City of Gresham

Dave:

We now have federal approval, effective March 10, 1978, to proceed with preliminary engineering on Gresham's two Safer Off-System Road projects. All eligible costs incurred after that date will be subject to federal participation.

City personnel who will be working on these two projects should be cautioned that complete accurate records of time, materials and expenses are imperative to avoid future controversy and possible denial of federal reimbursement. In all records, correspondence and billings, please refer to Federal Aid Project SOS-2602(1) and Prefix 326-1944 for the Fifth Street project, and Project SOS-2602(2) and Prefix 326-1938 for the Second Street project.

On non-major projects such as these, the Oregon Action Plan requires that the public be notified of the proposed project and your judgment should determine what means are used to achieve this. We would suggest press releases, flyers, radio announcements, or other means which you feel would be effective in informing interested parties.

City/State agreements for these two projects are being prepared and will be forwarded for your signature shortly.

If you have questions, E. J. Dunn has been assigned to work with the City on this project and he may be reached by telephone at 238-8245.

Jon Rose
JON ROSE
Federal Aid Engineer

JR/ldo

Attachment

bcc: M. J. Klotz
E. J. Dunn

92

L.

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

3-10-78

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. SOS-2602(1)

STATE PROJECT NO. See Below

COUNTY NAME Multnomah

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

PROGRAM NO.

ITEM NO. 80194

FROM:

G. L. Green, Division Administrator
Salem, Oregon

TO:

Mr. F. B. Klaboe
Chief of Operations, ODOT
State of Oregon
Salem, Oregon

DATE PS & E APPROVED: 3-10-78

DATE AUTHORIZATION EFFECTIVE: 3-10-78

FEDERAL ROUTE NUMBER: Non Federal-aid

STATE ROUTE NUMBER: City Street

GENERAL LOCATION:

"Kelly Avenue - Cleveland Avenue (Gresham) Section"

GENERAL DESCRIPTION OF WORK:

Preliminary Engineering, Grade and Pave

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRLIMINARY ENGINEERING FOR SURVEY AND PLAN
☒ PREPARATION : TEC NTE $2, 300., Federal funds $1,973
☐ OTHER (Specify)

☐ ACQUISITION OF RIGHT-OF-WAY
CONTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's 3-6-78 letter I concur that the subject project is a non major action as set forth in FHPM 7-7-2 paragraph 10e.

Also, as requested, you are authorized to proceed with actions necessary to advance the physical construction provided for by the above project at a total estimated cost of $15,080, Federal funds $12,937 in accordance with the provisions of your approved Secondary Road Plan. If you subsequently find that exceptions to the procedure will be needed or that your proposed design standards for this project are lower than the minimum design of such proposed exceptions and reasons thereof. The manpower reporting requirement required by the Economic Stimulus Appropriations Act of 1977 appl to the construction phases of this project.

Swan 3-14

NOTED
F. B. KLABOE

DATE: 3-10-78

SIGNATURE OF APPROVING OFFICIAL: G. K. Hosmer

TITLE: for Division Administrator

FORM PR-1240 (REV. 8-70)
EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

9255

U.S. DEPARTMENT OF TRANSPORTATION · FEDERAL HIGHWAY ADMINISTRATION

3-10-78

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. OS-2602(2)

STATE PROJECT NO. See Below

COUNTY NAME Multnomah

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO. 80197

TO:

Mr. F. B. Klaboe
Chief of Operations, ODOT
State of Oregon
Salem, Oregon

DATE PS & E APPROVED 3-10-78

DATE AUTHORIZATION EFFECTIVE 3-10-78

FEDERAL ROUTE NUMBER Non Federal-aid

STATE ROUTE NUMBER City Street

GENERAL LOCATION:

"Main Street-NE. Elliot Avenue (Gresham) Section"

GENERAL DESCRIPTION OF WORK:

Preliminary Engineering, Grade and Pave

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRLIMINARY ENGINEERING FOR SURVEY AND PLAN
XX PREPARATION: TEC NTE $5,200, Federal funds $4,461
☐ OTHER (Specify)

☐ ACQUISITION OF RIGHT-OF-WAY
CONTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's letter of 3-7-78 I concur that the subject project is a non major action as set forth in FHPM 7-7-2, paragraph 10e.

Also, as requested you are authorized to proceed with actions necessary to advance the physical construction provided for by the above project at a total estimated cost -f $52,540, federal funds $45,079 in accordance with the provisions of your approved Secondary Road Plan. If you subsequently find that exceptions to the procedure will be needed or that your proposed design standards for this project are lower than the minimum design standards as approved May 13, 1970, this office should be notified of such proposed exceptions and reasons thereof. The manpower reporting requirement required by the Economic Stimulus Appropriations Act of 1977 apply to the construction phase of this project.

Swan
3-14

NOTED
F. B. KLABOE

DATE 3-10-78

SIGNATURE OF APPROVING OFFICIAL

TITLE for Division Administrator

FORM PR-1240 (REV. 8-70)

EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

9255

ROBERT W STRAUB
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

March 7, 1978

TO G. L. Green, Division Administrator
Federal Highway Administration

FROM D. E. Swan
Federal Aid Manager

SUBJECT PROJECT DATA SUBMISSION
Item No. 80197
Project No. SOS-2602(2)
Main St.-N.E. Elliot Ave. (Gresham) Sec.
Multnomah County

Attached is data for the subject project.

This project has been originated by local officials and concurred in by the Oregon Transportation Commission and the State Highway Division.

We request the following:

(1) Concurrence that the project falls in the classification of nonmajor action as set forth in FHPM 7-7-2, para. 10e.

(2) Authorization to proceed with all phases of preliminary engineering including utility preparatory work at an estimated total cost of $5,200 with an obligation of $4,461 in federal funds.

(3) Authorization for construction at an estimated total cost of $52,540 with an obligation of $45,079 in federal funds.

CL:ljt
Att.

H W

cc: Max Klotz, Metro
Jon Rose, Region 1
H. Reynoldson

NO ADV. DEP.

MB

Budget Bureau No. 41-R20

FORM PR-1
(REV. 4-61)

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O.

March 7, 1978

CARD 2	REPORT NUMBER (19) (20)	PROJECT LOCATION (45 typewriter spaces) 21 City St., NE Second St (Gresham) 65	ADT	PRESENT DHV 200 2,000	FUTURE (66) (70) N/A	YEAR (71) (72) 98	REGION 10	STATE NAME Oregon

CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) 28 PE, Grade & HT Pave. 62	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)	PROJECT NUMBER PREFIX LETTER(S) 14 SOS- 23	NUMBER 7 2602

CARD 4	CLASS OF FEDERAL FUNDS Safer Off-System Roads	COUNTY NAME Multnomah					
	NAME OF URBAN AREA 17-31 Portland	ROUTE NO.	N	FEDERAL-AID Non (32)	STATE City St. (36)	(37) U.S. --	

ESTIMATED PROJECT COST BY PHASES

CARD	LINE NO.	CHANGE CODE	PROJECT CODE	CLASS	WORK TYPE	WORK STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS
1	(14-15)	(19)	41	42	43 46	53		(54) (58)	(59) (66)	(67) (76)		
5					PE			0.30	5,200	4,461	--	739 (Cit
5					ROW							
5					CONST (CODE) SAFETY 6201		"Main St.-NE Elliot Ave. (Gresham) Sec."	0.30	52,540	45,079	--	7,461 (Cit

CARD 1	CODE 1	PREPARED BY CL	PROJECT TOTALS	0.30	57,740	49,540	--	8,200 (Ci
1	14	PROGRAM APPROVAL DATES			(16) (23)	(24) (33)	REMARKS	

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

FORM PR-1
(REV. 4-61)

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

March 7, 1978

CT LOCATION *(45 typewriter spaces)*	ADT	PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
y St., NE Second St (Gresham) 65		DHV 200 2,000	N/A (66) (70)	98 (71) (72)	10	Oregon	41 (2) (3)	680 (4) (9)	80197 (14) (18)

RK *(35 typewriter*	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	I. Projects Only POST MI.	DESIG.
ave, 62	(63) (65)	(66) (68)	(69)	(70)	(71)	(72) (73)	(74) (75)	SOS- 14 23	2602 7	(2) 13	(24) (26)	27

afer Off-System Roads

ortland

COUNTY NAME: Multnomah

CODE: 051 (14) (16)

ROUTE NO.: N

FEDERAL-AID: Non (32)

STATE: City St. (36) (37)

U.S.: -- (41)

PROGRAM STAGE: ☐ 1 OR ☐ 2

ESTIMATED PROJECT COST BY PHASES

RK TYPE	STEP	TERMINI *(Full description)*	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK *(Full description)*
46	53		(54) (58)	(59) (66)	(67) (76)			
			0.30	5,200	4,461	--	739 (City)	
W								
NST E) TY 1		"Main St.-NE Elliot Ave. (Gresham) Sec."	0.30	52,540	45,079	--	7,461 (City)	ROW - 50' min.; Access Control-none; Parking Restrictions-none.
	CL	PROJECT TOTALS	0.30	57,740	49,540	--	8,200 (City)	
				(16) (23)	(24) (33)			

AL DATES

REMARKS

-over-

USCOMM DUSCOMM-DC 48905-P61

MAIN ST.-NE ELLIOT AVE. (GRESHAM) SECTION

PROJECT NO. SOS-2602(2)

Existing Facility: 32' AC surface curbed roadway from Main St. to Kelly Ave. and 30' AC surface curbed roadway from Kelly Ave. to Elliot Ave.

Adjacent Sections: Same as existing facility.

Project Data: Work under this project consists of the following:

(1) Preliminary engineering all phases including preliminary engineering by utility forces.

(2) Grade, drain, base, and high type pave required to reconstruct the existing facility to provide a structurally sound roadbed for use by heavy buses for routing through the central business district. Adjustment of utilities as required.

System Action, Airports, Railroads, Water Developments, Historical and Recreational Areas: None involved.

FHPM 4-1-4 Requirements: Exempt from A-95 review under working agreements.

FHPM 7-7-2 Requirements: Nonmajor action project under the provisions of paragraph 10e.

FHPM 7-7-5 Requirements:

(a) Public Hearings---Not required under Oregon Action Plan.
(b) Location/Design---Not a factor in the development of this project.

NOTE: (1) This project is in Congressional District No. 3
(2) Included in CRAG FY '78 TIP/A.E. No. 192.

9255

ROBERT W STRAUB
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

March 6, 1978

TO G. L. Green, Division Administrator
Federal Highway Administration

FROM D. E. Swan
Federal Aid Manager

SUBJECT PROJECT DATA SUBMISSION
Item No. 80194
Project No. SOS-2602(1)
Kelly Ave.-Cleveland Ave. (Gresham) Section
Multnomah County

Enclosed is data for the subject project.

This project has been originated by local officials and concurred in by the Oregon Transportation Commission and the State Highway Division.

We request the following:

1) Concurrence that the project falls in the classification of nonmajor action as set forth in FHPM 7-7-2, para. 10e.

2) Authorization to proceed with all phases of preliminary engineering at an estimated total cost of $2,300 with an obligation of $1,973 in federal funds.

3) Authorization for construction at an estimated total cost of $15,080 with an obligation of $12,937 in federal funds.

CL:dmc
cc: M. Klotz
J. Rose
H. Reynoldson

ADV. DEP. NOT REQUIRED

HR
M

Budget Bureau No. 41-R20

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O.

FORM PR-1 (REV. 4-61)

March 6, 1978

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

CARD 2	REPORT NUMBER (19) (20)	PROJECT LOCATION (45 typewriter spaces) 21 City St., N.E. Fifth St. (Gresham) 65	ADT	PRESENT DHV 100 1,000	FUTURE (66) NA (70)	YEAR (71) 98 (72)	REGION 10	STATE NAME Oregon

CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) 28 P.E., Pave 62	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)	PROJECT NUMBER PREFIX LETTER(S) 14 SOS- 23	NUMBER 7 2602 (

CARD	CLASS OF FEDERAL FUNDS Safer Off-System Roads	COUNTY NAME Multnomah			
4	NAME OF URBAN AREA 17-31 Portland	ROUTE NO. N	FEDERAL-AID Non (32)	STATE City St. (36)	U.S. (37)

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	CLASS	WORK TYPE	WORK STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS
1	(14-15)	(16	41	42	43 46	53		(54) (58)	(59) (66)	(67) (76)		
5					PE			0.23	2,300	1,973	-	327 (City)
5					ROW		"Kelly Ave.-Cleveland Ave.(Gresham)Section"					
5					CONST (CODE) (Safety) 6201			0.23	15,080	12,937	-	2,143 (City)

ESTIMATED PROJECT COST BY PHASES

CARD 1	CODE 1	PREPARED BY CL	PROJECT TOTALS	0.23	17,380 (16) (23)	14,910 (24) (33)	-	2,470 (City)
1	14	PROGRAM APPROVAL DATES					REMARKS

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FORM PR-1
(REV. 4-61)

FEDERAL - AID PROGRAM DATA

(PPM 21-1)

March 6, 1978

CT LOCATION (45 typewriter spaces): City St., N.E. Fifth St. (Gresham)

ADT	PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
	DHV 100 1,000	NA	98	10	Oregon	41	680	80194

ORK (35 typewriter	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PREFIX LETTER (S)	NUMBER	SEQ. NO.	POST MI.	DESIG.
Safer Off-System Roads								SOS-	2602 (1)			

PROJECT NUMBER

T. Projects Only

Portland

COUNTY NAME: Multnomah

CODE: 051

ROUTE NO.: N

FEDERAL-AID: Non

STATE: City St.

U.S.:

PROGRAM STAGE ☐ 1 OR ☐ 2

ESTIMATED PROJECT COST BY PHASES

WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
E		"Kelly Ave.-Cleveland Ave.(Gresham)Section"	0.23	2,300	1,973	-	327 (City)	ROW-50 min; Access Control-None; Parking Restrictions-None
OW								
ONST CODE) Safety) 6201			0.23	15,080	12,937	-	2,143 (City)	
CL		PROJECT TOTALS	0.23	17,380	14,910	-	2,470 (City)	

REMARKS

ROVAL DATES

-over-

USCOMM DUSCOMM-DC 46905-P61

KELLY AVE.-CLEVELAND AVE. (GRESHAM) SECTION
PROJECT NO. SOS-2602(1)

Existing Facility: 32-foot A.C. surface curbed roadway with partial sidewalks.

Adjacent Sections: Same as existing facility.

Project Data: Work under this project consists of the following:

1) Preliminary engineering all phases.
2) Construct high type pavement overlay on the existing facility to strength the roadway to allow continued use of the route by Tri-Met buses and incidental work common to this type of project.

System Action, Airports, Railroads, Water Developments, Historical and Recreational Areas: None involved.

FHPM 4-1-4 Requirements: Exempt from A-95 review under working agreements.

FHPM 7-7-2 Requirements: Nonmajor action project under the provisions of para. 10e.

FHPM 7-7-5 Requirements:

a) Public Hearings -- Not required under Oregon Action Plan.
b) Location/Design -- Not a factor in the development of this project.

NOTE:
1) This project is in Congressional District No. 3.
2) Included in CRAG FY 78 TIP/AE #191

9255

PROJECT INFORMATION SHEET
(to be submitted with the project request)

Section Main St - N.E. Elliot Ave N.E. Second Street Date 1/30/78

Highway City of Gresham City Street County Multnomah

Existing Facility

Access control? None parking restrictions? None

Airport within 2 miles? None name None

Water development in the area? None

Recreation areas None

Historical areas None

Roadway: no. lanes 2 paved shoulders? Parking

pavement width 30ft (East) 36ft (West) curb to curb

Structures: MP description

None

Signals: location None

Descriptions of adjacent sections

East end: 2 lanes with parking 30ft paved curb to curb

West end: 2 lanes with parking 36ft paved curb to curb

Railroad crossings None

Name of railroad no. of tracks

Number of trains no. of hi-speed trains

Present protection

Proposed protection

Railroad benefits

9255

PROJECT INFORMATION SHEET
(to be submitted with the project request)

Section Kelley to Cleveland N.E. 5th Street **Date** 1/30/78

Highway City of Gresham City Street **County** Multnomah

Existing Facility

Access control? None parking restrictions? None
Airport within 2 miles? None name
Water development in the area? None
Recreation areas None
Historical areas None

Roadway: no. lanes 2 paved shoulders? Parking
pavement width 36ft Curb to Curb

Structures: MP description
None

Signals: location None

Descriptions of adjacent sections

East end: "T" Intersection with N.E. Cleveland St, 2 lanes 24ft paved gravel shldr.
West end: 2 lanes with parking, 36ft curb to curb

Railroad crossings None

Name of railroad no. of tracks
Number of trains no. of hi-speed trains
Present protection
Proposed protection
Railroad benefits

Form E-7 (Rev. 9-71)

9255

OREGON STATE GHWAY DIVISI

AUTHORITY FOR SURVEY

tion Main Street - N.E. Elliot Ave. (Gresham)
Highway N.E. Second St. City of Gresham
County Multnomah

Date January 27, 1978
Authorization No. 1
Survey Prefix 326-1938 (Assigned by Salem office)

Description of termini, route, length, etc.:

The westerly end of the project is at the intersection of North Main Street. The easterly end is at the intersection of Northeast Elliot Street. The overall length is approximately 1,570 linear feet.

3-17-78

CC. E.J. Dunn
monitor P.E. on 901
R.J.E.

Proposed:

Grade, base, and pave 30-32' wide
Replace sidewalk as required

TECHNICAL
SERVICES UNIT
MAR 17 1978

Purpose of survey:

City to perform field survey, preliminary plans, specifications, and estimate.

State to monitor PE, review plans, and complete PS & E.

505-2602 (2)
3-10-78

SOSR
CRAG TIP
Cat. III NM

		Estimate of Cost
Field Survey	(901)	100
Citizen Participation	(902)	
City or County	(903)	4,000
Consultant	(904)	
Final Design	(905)	500
Bridge Design	(906)	
Preliminary Design	(907)	
R/W Descriptions	(909)	
Soils & Geology	(910)	100
Traffic	(911)	
Landscape	(912)	
Liaison	(913)	
Utility	(914)	
Photogrammetry	(916)	
Location Studies	(918)	
Engr. Graphics	(919)	
Office Engineer	(920)	
Specifications	(921)	500
Environmental	(923)	
Planning	(924)	
Foundation Exploration	(926)	
Seminars	(950)	
Hearings	(980)	
Equal Opportunity	(985)	
Advisory Committees	(986)	

Total estimated cost of survey	$ 5,200
Previous authorization	
Additional authorization requested	
Additional authorization approved (Salem)	
Total all authorizations approved (Salem)	

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

Request made by:
R. T. Ewen
R. T. Ewen, Metro Location Engineer

Recommended for Approval:
M. J. Klotz, Metro Technical Services Engineer

Recommended for Approval:
Location Engineer

Approved:
Tech. Serv. Engr.

City Notified
3-22-78

[illegible]

9255

OREGON STATE HIGHWAY DIVISION

AUTHORITY FOR SURVEY

ction Kelly to Cleveland (Gresham)
Highway N.E. Fifth Street City of Gresham
County Multnomah

Date January 27, 1978
Authorization No. 1
Survey Prefix 326-1944
(Assigned by Salem office)

Description of termini, route, length, etc.:

The westerly end of the project is at the intersection of Northeast Kelly Street. The easterly end is at the intersection of Northeast Cleveland Street. The overall length is approximately 1,200 linear feet.

3-17-78 cc. E.J. Dunn
monitor PE on 901
R.J.E.

Proposed:

Pavement overlay 32' wide

TECHNICAL
SERVICES UNIT
MAR 1 7 1978

Purpose of survey:

City to perform field survey, prepare preliminary plans, specifications, and estimate.

State to monitor PE, review plans and complete PS & E.

RECEIVED
MAR 14 1978
ASST. ~~TG.~~ CONTRO
SOSR
Cat. III NM

S05-2602 (1)
3-10-78

		Estimate of Cost
Field Survey	(901)	100
Citizen Participation	(902)	
City or County	(903)	1,500
Consultant	(904)	
Final Design	(905)	300
Bridge Design	(906)	
Preliminary Design	(907)	
R/W Descriptions	(909)	
Soils & Geology	(910)	100
Traffic	(911)	
Landscape	(912)	
Liaison	(913)	
Utility	(914)	
Photogrammetry	(916)	
Location Studies	(918)	
Engr. Graphics	(919)	
Office Engineer	(920)	
Specifications	(921)	300
Environmental	(923)	
Planning	(924)	
Foundation Exploration	(926)	
Seminars	(950)	
Hearings	(980)	
Equal Opportunity	(985)	
Advisory Committees	(986)	

Total estimated cost of survey	$ 2,300
Previous authorization	
Additional authorization requested	
Additional authorization approved (Salem)	
Total all authorizations approved (Salem)	

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

Requests made by:

. T. Ewen, Metro Location Engineer

Recommended for Approval:

[illegible] Technical Services Engin

Recommended for Approval:

Location Engineer

Approved

Tech. Serv. Engr.

City notified
3-22-78

9255

2.

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE:

INTER-OFFICE CORRESPONDENCE

October 18, 1977
Salem, OR 97310

FROM: Gary A. Potter, Manager
Environmental Section

ORIGINAL SIGNED BY
GARY A. POTTER

SUBJECT: Statewide Assessment
N.E. Fifth St., Kelly Ave.-
to Cleveland Ave.
City of Gresham
Overlay Project
File No. 77-145

TO: D. H. Moehring
Program Management Engineer

The purpose of this project is to structurally strengthen the roadways so that Tri-Met buses may continue to use the streets for routing through the central business district. The existing surface has deteriorated due to heavy loadings. The project will correct this problem by overlaying the existing paved surface.

An improved travel surface will have a positive impact on noise.

This project has been assessed for its potential impact on the quality of the human environment. No right-of-way will be required, and no foreseeable alterations adversely affecting the environment are expected to occur. It is recommended that this project be considered a Non-Major Action and that the Statewide Assessment for safety projects be applied.

GAP:ss

cc: E. S. Hunter
R. N. Bothman
Jef Kaiser
Don Trout

NOTED
E. S. HUNTER

RECEIVED
TECHNICAL SERVICES
OCT 19 '77
REFER TO
FOR

Info	Rcve	R/D	D/R	Sign	Act	File

9255

2.

February 9, 1978

TO: OREGON TRANSPORTATION COMMISSION

FROM: H. S. Coulter
State Highway Engineer

SUBJECT: Proposed Safer Off-System Roads Projects

On the consent calendar for the February 22 meeting will be three requests for approval of SOS-R projects.

Gresham is requesting two projects. One is for a $17,340 project to place an asphaltic concrete overlay on a 0.23 mile segment of N.E. Fifth Street. The other is for a $57,600 project to reconstruct a 0.30 mile segment of N.E. Second Street.

The request from Sherman County is for a $187,625 project to reconstruct a 1.6 mile section of Curt Tom Road.

Federal Safer Off-System Roads funds for these projects are estimated at $225,810, with Gresham providing approximately $10,490 in match funds and $26,265 being contributed by Sherman County.

These projects have been investigated and are eligible for funding under the Safer Off-System Roads Program. I recommend your approval and request authorization to sign the project agreements for and on your behalf.

Attachment

bc: R. A. Burco
F. B. Klaboe
C. W. Head
E. S. Hunter
D. H. Moehring
R. N. Bothman
J. H. Versteeg
V. E. Skoog
E. L. Hardt
~~C. M. Williams~~ Dale Allen
D. N. Harwell
George Bell

GEZ:dpy

9255

FEDERAL AID PROJECT REQUEST

Date 10/26/76

Applicant Agency City of Gresham

Request for: Off-SystemXXXX, FAS-C, FAUS Project

Federal Aid Route No. Route Name

Project Name N.E. 5th Street Kelly to Cleveland

Project Length 1200' Project Location (Attach sketch map)

Project Description Overlay of existing pavement in order to strengthen. This work was made necessary by Tri-Met's impact on the street. The existing structural section was not designed to carry heavy vehicles such as buses

Average Daily Traffic 1000 Design Speed 25 mph

Complete Applicable Sections:

I. ROADWAY DATA

1. Existing Roadway: (Attach sketch)

Width 32' Travel Lanes 2 Shoulders No

Medians No Parking Yes

Sidewalks Partially

Remarks This is a two lane residential street in the central area of town

2. Desired Roadway Cross Section: (Attach sketch)

Width 32' Travel Lanes 2 Shoulders No

Medians No Parking Yes

Curbed Yes Length Curb Radii 35'

Sidewalk/Bikeway leave existing

Remarks

II. RIGHT-OF-WAY DATA

1. Existing Right-of-Way:

General Width 50 Minimum 50 Maximum 50

2. Has right-of-way been acquired for this project subsequent to January 2, 1971?
Yes X No

3. Will additional right-of-way be needed? Yes No X
If answer is "yes," will cost of right-of-way be subject to Federal reimbursement? Yes No
Remarks

III. TRAFFIC CONTROL DATA

1. Existing Signalization and Location:

No signalization involved in this project.

2. Proposed Signalization:

Location None proposed

Type

Phases

Type of Suspension

Interconnected

Remarks

3. Permanent Signing:

Include in project or by applicant? By applicant

4. Permanent Striping:

Include in project or by applicant? By applicant

IV. ILLUMINATION DATA

1. Existing Illumination and Location:

Overhead, on existing power poles

2. Proposed Illumination:

Location No-new

Type

Remarks

V. STRUCTURE DATA

1. Existing Structure:

Location None

Type

Approach Roadway Width Shoulder Width

Length Width

To remain in place?

2. Proposed Structure:

Location None

Approximate Size: Length Width

Are sidewalk/bikeways desired: N/A

Are any utilities to be attached to structure? N/A

Are provisions for illumination desired? N/A

Are there any unusual or complicating conditions? No

Remarks

VI. RAILROAD DATA

1. Are there any railroad crossings? Yes ______ No XXX

   Name of Railroad N/A
   Existing Crossing Protection

2. Will existing railroad crossing be altered? N/A

   Remarks

VII. ACTION PLAN REQUIREMENTS

During project development for Category 1, 2, and 3 projects, the city or county shall perform and document responsibilities as found indexed in the Oregon Action Plan, particularly Citizen Involvement and Participation; Environmental Aspects; and Public Hearing Requirements.

The OSHD Region Engineer will provide assistance, liaison and monitoring for these activities.

Responsible local office and party to be contacted for the following activities:

1.	Citizen Involvement	Arnold Evans, Acting City Manager Office
2.	Environmental	Bill Cameron, City Engineer Office
3.	Public Hearing	Arnold Evans, Acting City Manager Office

Remarks

VIII. GENERAL INFORMATION

1. Project preliminary engineering to be performed by:

   Applicant XXX State ______ Consultant ______

2. Project construction engineering to be performed by:

Applicant XXX State ________ Consultant ________

3. Will applicant perform any work prior to or after award of contract?

Yes XXX No ________

If "yes," describe briefly: Paint stripping

4. Applicant's estimate of cost for requested project:

Roadway Work	$ 14,400.00
Right-of-way costs (if participating)	0
Traffic control	0
Illumination	0
Structures	0
Railroad	0
Other Contingency 10%	1,440.00
Preliminary engineering	1,500.00
PROJECT TOTAL	$ 17,340.00

Remarks ________

THIS APPLICATION IS AN OFFICIAL REQUEST FROM:

CITY OF Gresham and/or ________ COUNTY

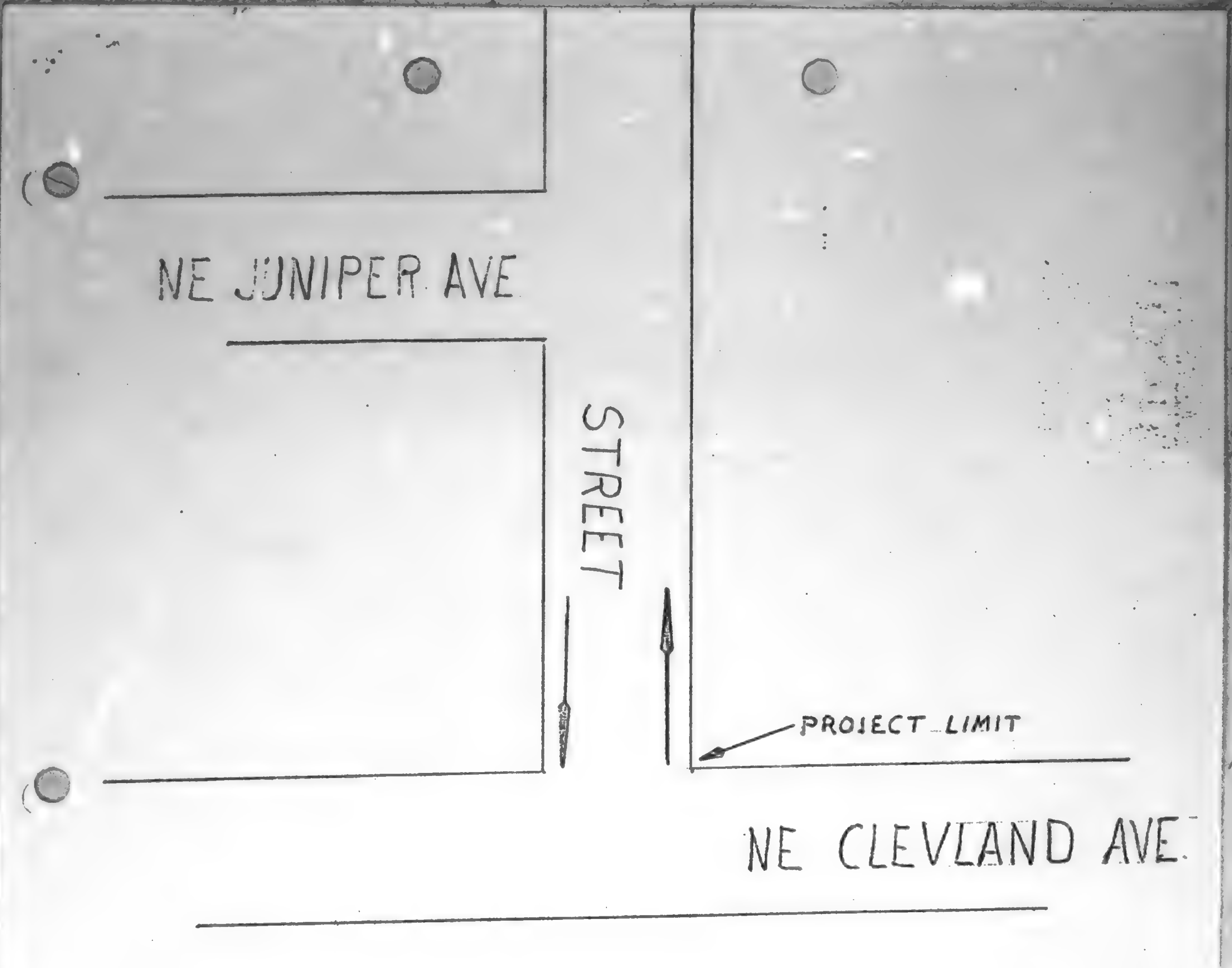
By ________

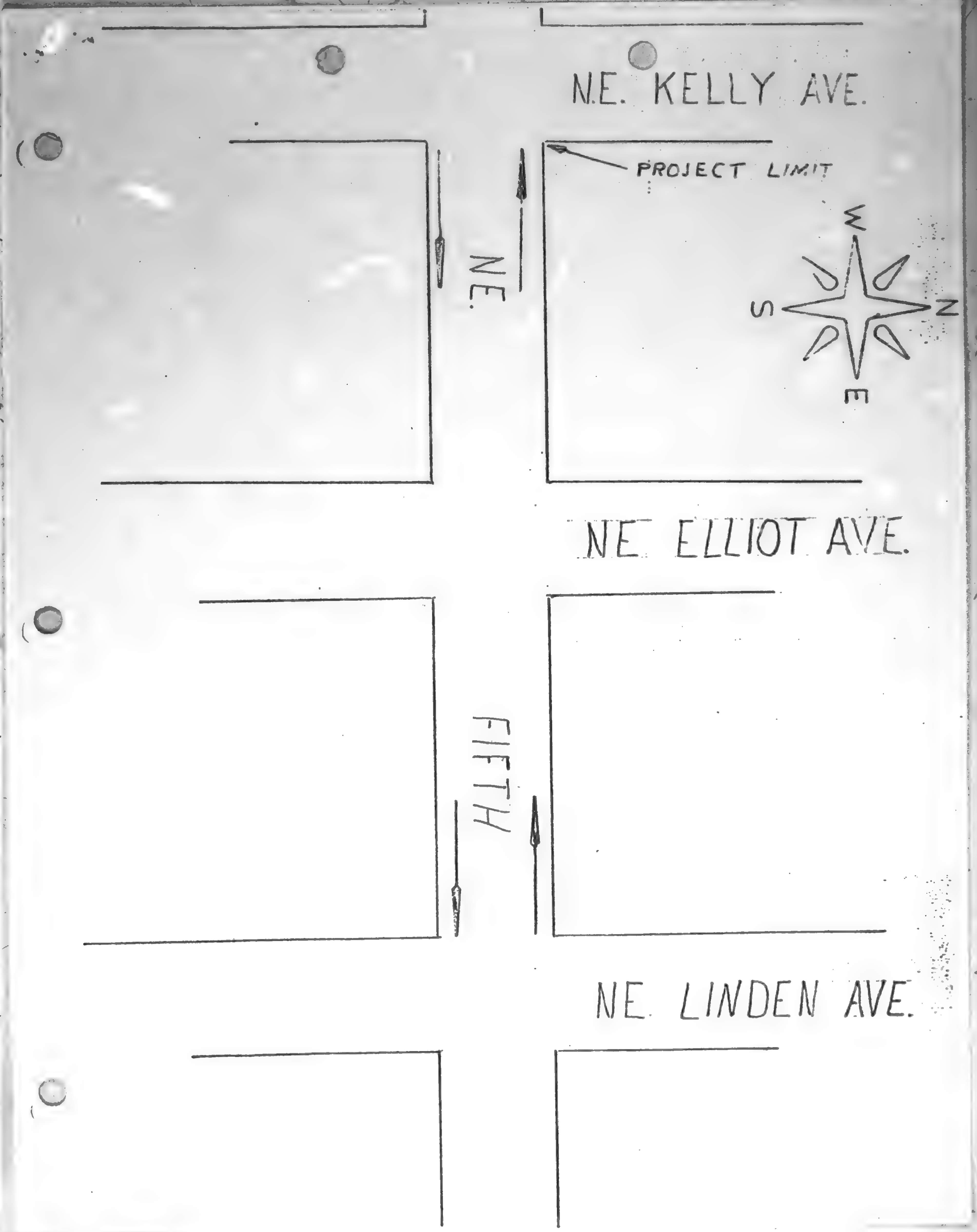
By ________

By ________

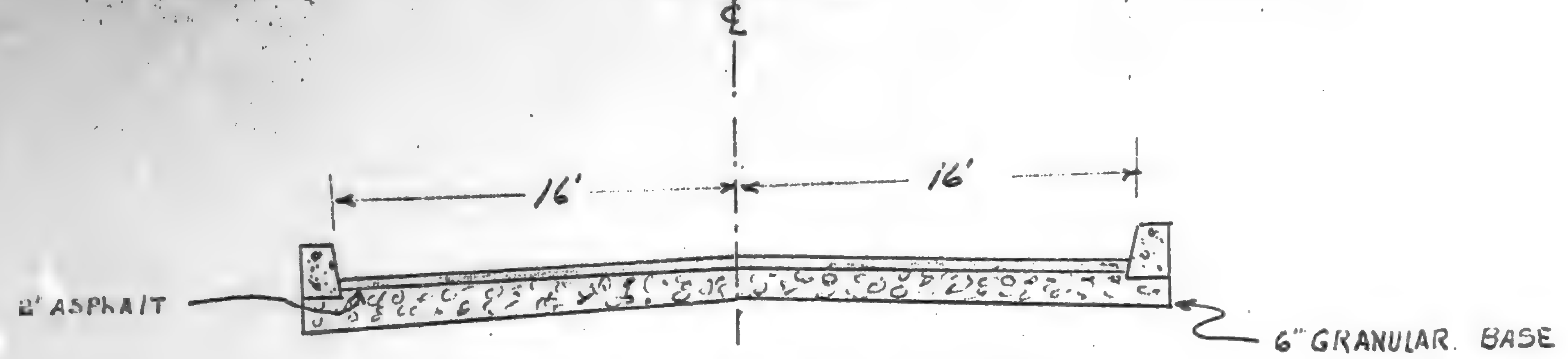
By ________

By ________


NE JUNIPER AVE
STREET
PROJECT LIMIT
NE CLEVLAND AVE

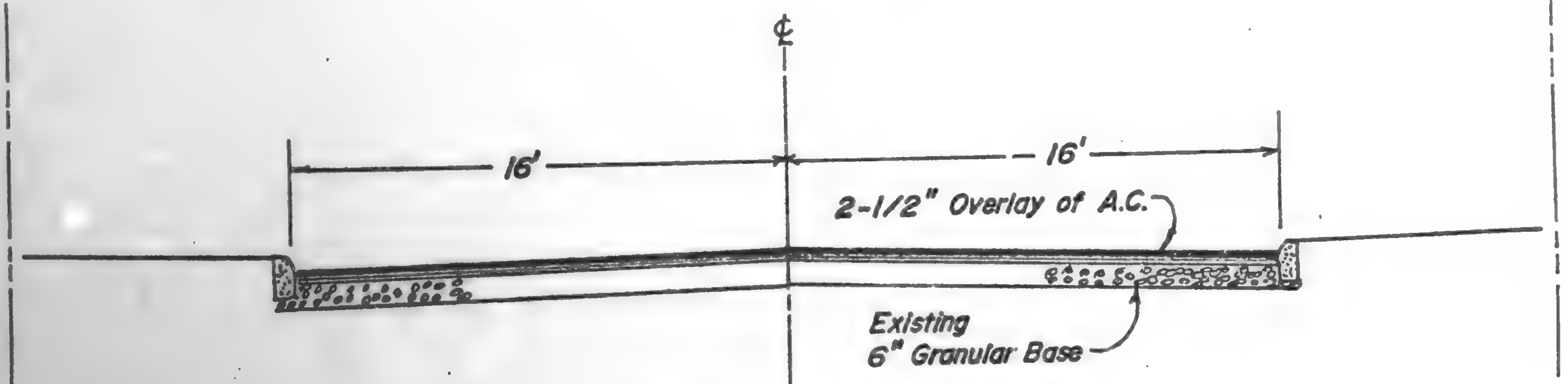

N.E. KELLY AVE.
PROJECT LIMIT
W
S
N
E
NE. FIFTH
NE ELLIOT AVE.
NE LINDEN AVE.

EXISTING


℄
16'
16'
2" ASPHALT
6" GRANULAR BASE

KELLY TO CLEVLAND

PROPOSED


℄
16'
16'
2-1/2" Overlay of A.C.
Existing
6" Granular Base

KELLY TO CLEVELAND

9255

FEDERAL AID PROJECT REQUEST

✓

Date 10/21/76

Applicant Agency City of Gresham

Request for: Off-System XX , FAS-C _____ , FAUS _____ Project

Federal Aid Route No. _____ Route Name _____

Project Name N.E. 2nd Street reconstruction Main Street to N.E. Elliott Ave.

Project Length 1570' Project Location (Attach sketch map)

Project Description Removal of existing surface stablizing & strengthening base and resurface to correct line & grade. The improvement is made necessary by Tri-Met's impact on the street. The existing structural section was not designed to carry heavy vehicles such as busses.

Average Daily Traffic 2000 Design Speed 20-25 mph

Complete Applicable Sections:

I. ROADWAY DATA

1. Existing Roadway: (Attach sketch)

Width 32' & 30' Travel Lanes 2 Shoulders No

Medians No Parking Yes

Sidewalks Yes

Remarks This is a two lane street in the business district of town.

2. Desired Roadway Cross Section: (Attach sketch)

Width 32' & 30' Travel Lanes 2 Shoulders No

Medians No Parking Yes

Curbed Yes Length Curb Radii 35'

Sidewalk/Bikeway Sidewalk only

Remarks Existing sidewalk will not be removed except as needed in localized areas.

Water Main Add

II. RIGHT-OF-WAY DATA

1. Existing Right-of-Way:

General Width 50 Minimum 50 Maximum 50

2. Has right-of-way been acquired for this project subsequent to January 2, 1971?
Yes XX No _____

3. Will additional right-of-way be needed? Yes _____ No xx
If answer is "yes," will cost of right-of-way be subject to Federal reimbursement? Yes _____ No _____
Remarks _____

III. TRAFFIC CONTROL DATA

1. Existing Signalization and Location:

No signalization involved in this project.

2. Proposed Signalization:

Location None proposed

Type

Phases

Type of Suspension

Interconnected

Remarks

3. Permanent Signing:

Include in project or by applicant? To be supplied by applicant

4. Permanent Striping:

Include in project or by applicant? To be included in project.

IV. ILLUMINATION DATA

1. Existing Illumination and Location:

Overhead, on existing power poles along south side.

2. Proposed Illumination:

Location No new

Type

Remarks

V. STRUCTURE DATA

1. Existing Structure:

Location None

Type

Approach Roadway Width Shoulder Width

Length Width

To remain in place?

2. Proposed Structure:

Location None

Approximate Size: Length Width

Are sidewalk/bikeways desired: N/A

Are any utilities to be attached to structure? N/A

Are provisions for illumination desired? N/A

Are there any unusual or complicating conditions? No

Remarks

VI. RAILROAD DATA

1. Are there any railroad crossings? Yes______ No XXX

Name of Railroad N/A
Existing Crossing Protection

2. Will existing railroad crossing be altered? N/A

Remarks

II. ACTION PLAN REQUIREMENTS

During project development for Category 1, 2, and 3 projects, the city or county shall perform and document responsibilities as found indexed in the Oregon Action Plan, particularly Citizen Involvement and Participation; Environmental Aspects; and Public Hearing Requirements.

The OSHD Region Engineer will provide assistance, liaison and monitoring for these activities.

Responsible local office and party to be contacted for the following activities:

1.	Citizen Involvement	Arnold Evans, Acting City Manager Office
2.	Environmental	Bill Cameron, City Engineer Office
3.	Public Hearing	Arnold Evans, Acting City Manager Office

Remarks

VIII. GENERAL INFORMATION

1. Project preliminary engineering to be performed by:

Applicant XXXX State______ Consultant______

2. Project construction engineering to be performed by:

Applicant XXX State________ Consultant________

3. Will applicant perform any work prior to or after award of contract?

Yes________ No XX

If "yes," describe briefly:________

4. Applicant's estimate of cost for requested project:

Roadway Work	$48,000.00
Right-of-way costs (if participating)	0
Traffic control	300.00
Illumination	0
Structures	0
Railroad	0
Other 10% Contingency	4,800.00
Preliminary engineering	4,500.00
PROJECT TOTAL	$57,600.00

Remarks________

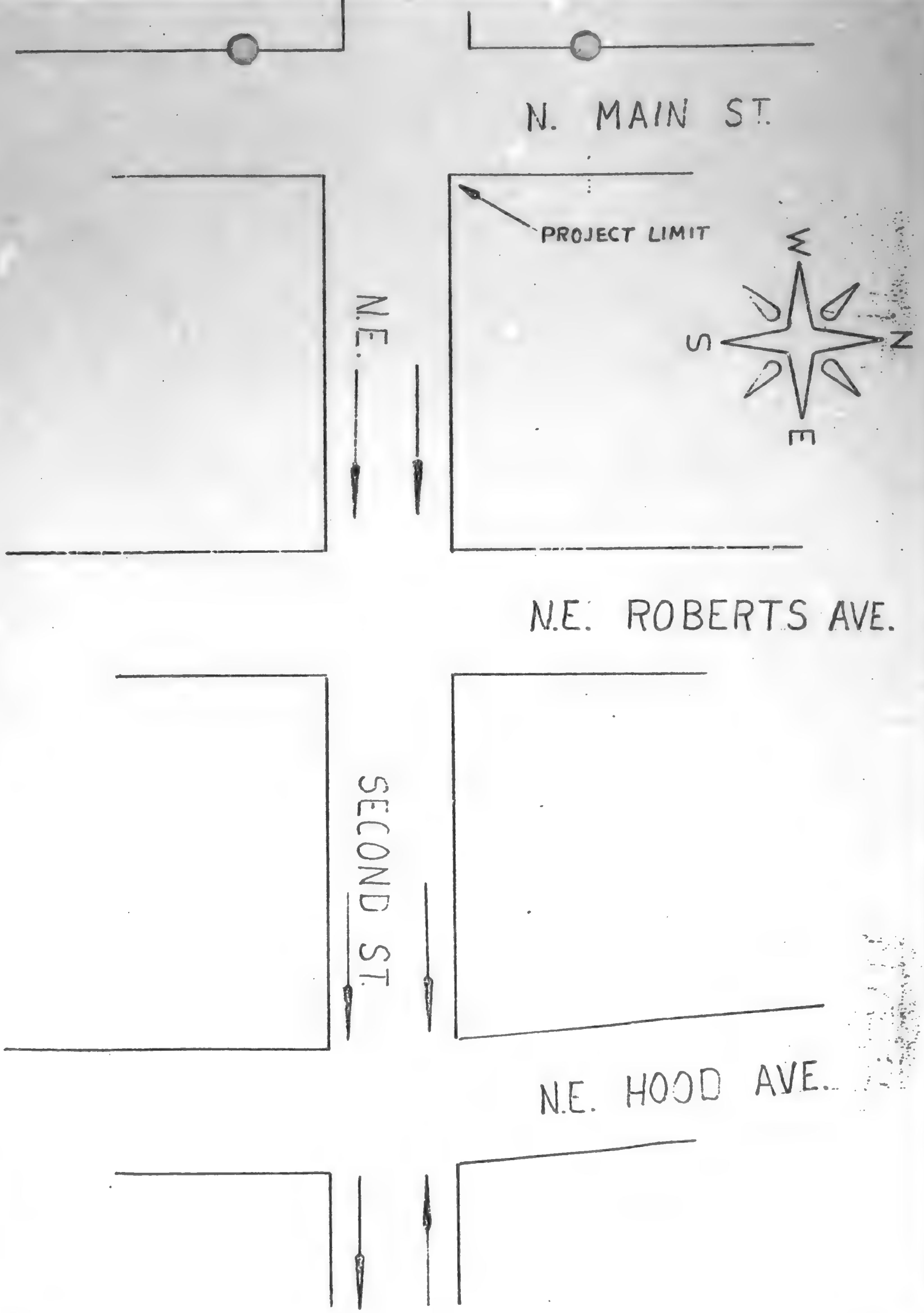
THIS APPLICATION IS AN OFFICIAL REQUEST FROM:

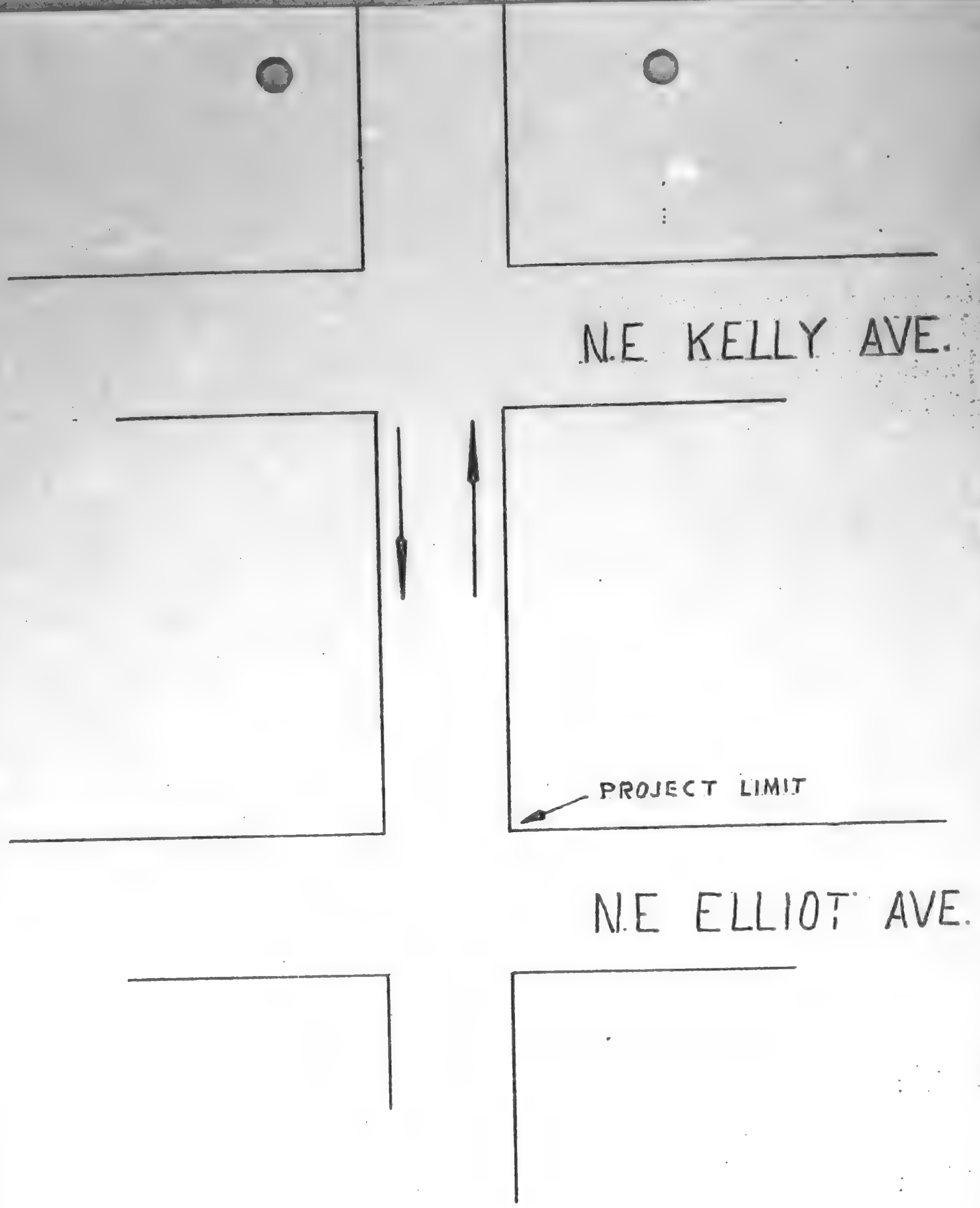
CITY OF Gresham and/or ________ COUNTY

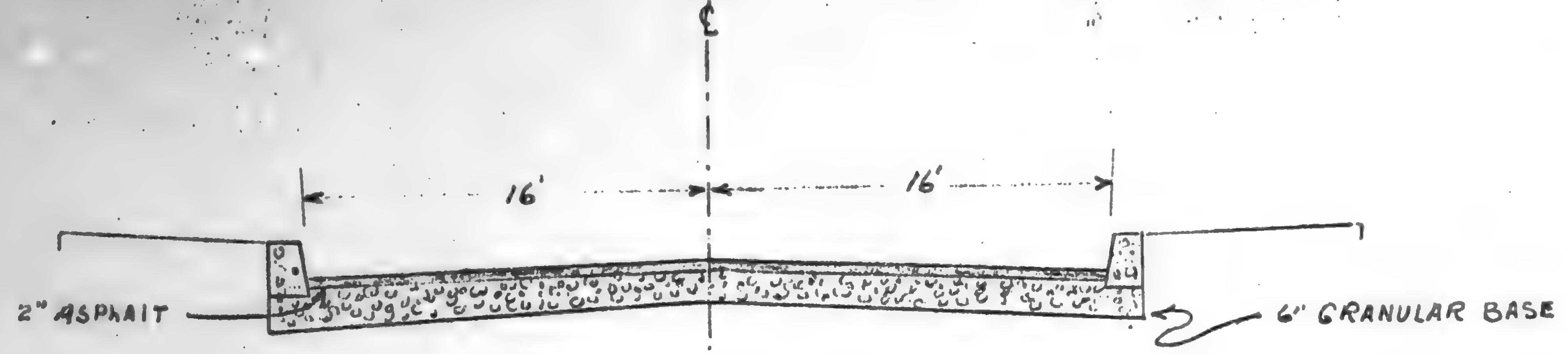
By________ By________

By________ By________

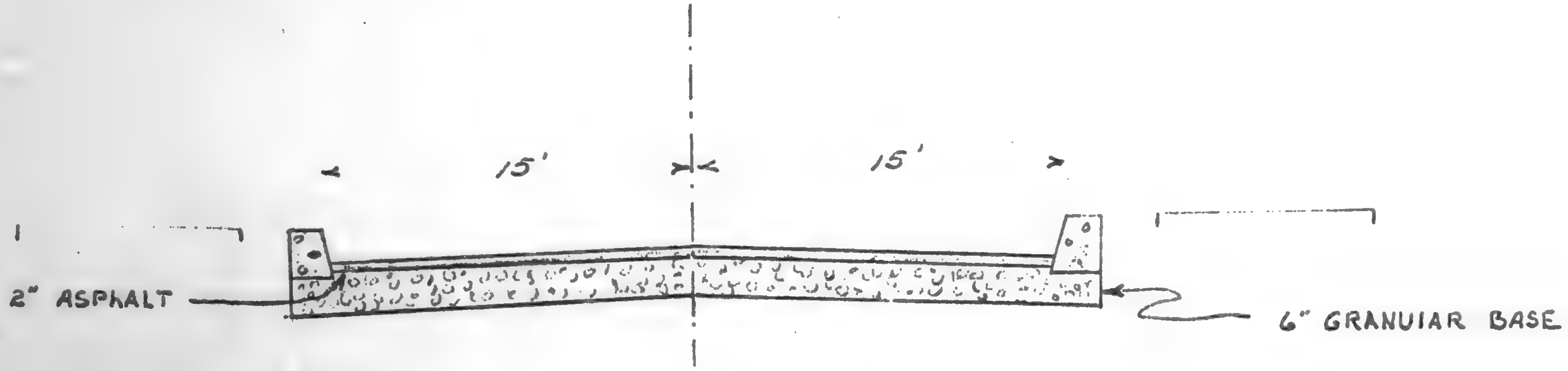
By________


N. MAIN ST.
PROJECT LIMIT
W
S
N
E
N.E. SECOND ST.
N.E. ROBERTS AVE.
N.E. HOOD AVE.


N.E KELLY AVE.
PROJECT LIMIT
N.E ELLIOT AVE.


℄
16'
16'
2" ASPHALT
6" GRANULAR BASE

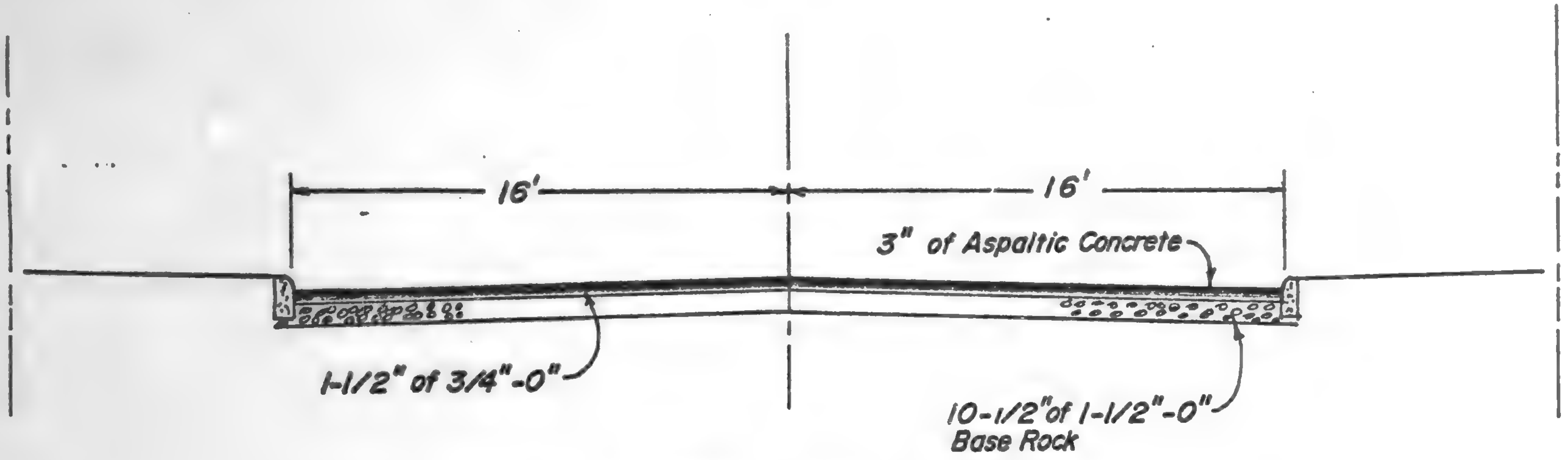
MAIN TO KELLY


15'
15'
2" ASPHALT
6" GRANULAR BASE

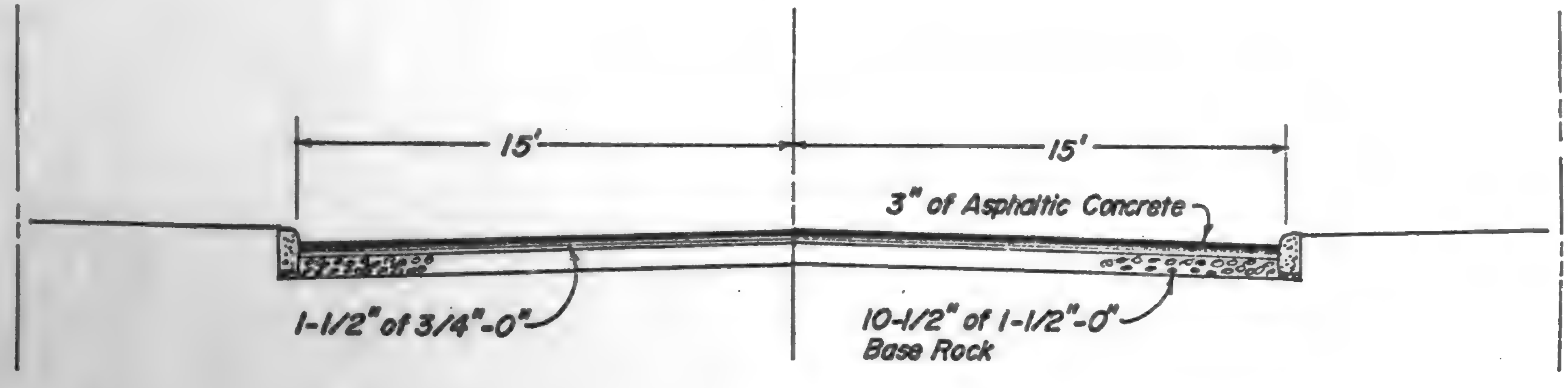
KELLY TO ELLIOT

EXISTING SECTIONS

PROPOSED


16'
16'
3" of Aspaltic Concrete
1-1/2" of 3/4"-0"
10-1/2"of 1-1/2"-0"
Base Rock

MAIN TO KELLY


15'
15'
3" of Asphaltic Concrete
1-1/2" of 3/4"-0"
10-1/2" of 1-1/2"-0"
Base Rock

KELLY TO ELLIOT

•1981 Enterprise Rock Prod. 9256
•project. Enterprise-Lewiston Hwy.
•State project

9256

August 18, 1981

U. S. Fidelity & Guaranty Co.
P. O. Box 3459
Portland, OR 97208

CON 5
#9256

Gentlemen:

On August 4, 1981, we wrote to you concerning release of final payment on Contract No. 9256 awarded to D Mc D Corporation for the Enterprise Rock Production Project on the Enterprise-Lewiston Highway in Wallowa County.

Final payment on this contract is $2,000 and the total contract amount is $95,400.47. No work was performed under force account.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

jas
cc: D Mc D Corporation
May Street
La Grande, OR 97876

bc: C. T. Keasey
Walt Hart
W. E. Schwartz

#9256 8-6-81

REPORT OF ACTION UNDER DELEGATED AUTHORITY BY
ASSISTANT STATE HIGHWAY ENGINEER

On behalf of the Commission and under authority delegated to me to accept contracts completed according to specifications, I accepted the following:

Contractor and Contract No.	Section and County	Acceptance Date
Sims Electric, Inc. No. 9177	Coos Bay/Roseburg Hwy. @ 2nd St. (Coquille) Coos County	July 14, 1981
Sims Electric, Inc. No. 9155	Ore. Coast Hwy. @ 4th St. (Tillamook) Tillamook County	July 16, 1981
Wildish-Corvallis Construction Co. No. 9040	SPRR X'ing @ Granger Benton County	July 20, 1981
Salem Road & Driveway Co. No. 9159	12th St.SE-Ewald Ave.SE (Salem) Marion County	July 31, 1981
Riedel International No. 9107	SPRR X'ing @ SE Lawnfield Rd. Clackamas County	August 3, 1981
D Mc D Corp. No. 9256	Enterprise Rock Production Wallowa County	August 3, 1981
Rock Process, Inc. No. 9280	Meacham Rock Production Umatilla & Union Counties	August 3, 1981
Morse Bros. Contractors, Inc. No. 9002	Siuslaw River-Walton Lane County	August 4, 1981
Wisar Const. Co., Inc. No. 9057	Little Butte Creek Bridge Jackson County	August 4, 1981
Harry Claterbos Co. J.V. No. 8949	S.Unit, Astoria-Camp Rilea Clatsop County	August 5, 1981
R & R Excavating Co.,Inc. No. 9146	NE 33rd Ave.@ NE Broadway & SE 139th Ave. @ SE Stark St. (Portland) Multnomah County	August 6, 1981

August 6, 1981 CT Keasey

C. T. Keasey
Asst. State Highway Engineer

9256

Report #9 FINAL

L.

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Enterprise Rock Production

WEEK ENDING: May 15, 1981

SECTION PREFIX: 32-8310

HIGHWAY: Enterprise - Lewiston

COUNTY: Wallowa

KIND OF WORK: Rock Production

NAME OF JOB: Enterprise Rock Production

CONTRACTOR: D Mc D Corp.

CONTRACT NUMBER: 9256

FEDERAL AID PROJECT NUMBER: State

DATE OF CONTRACT: March 3, 1981

DATE WORK STARTED: March 11, 1981

ESTIMATED COMPLETION DATE:

SPECIFIED WORK DAYS:

WORK DAYS USED:

AVERAGE FORCE ON PROJECT FOR THE WEEK:

MEN: SUPERVISION:

SPECIFIED CALENDAR DAYS:

CALENDAR DAYS USED:

SPECIFIED COMPLETION DATE: May 31, 1981

PERCENT OF TIME ELAPSED: 68

PROJECT AUTHORIZATION: $ 102,035.50

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100

EXCLUSIVE OF ENGINEERING: $ 93,945.50

ENGINEERING AUTHORIZATION: $ 8,990.00

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 97

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 93,945.50

ENGINEERING COST TO DATE: $ 7,262.00

This Week $0.00

DATE PROJECT WAS COMPLETED: April 28, 1981

ESTIMATED PERCENT: OVERRUN UNDERRUN 0 %

PERCENT OF AUTHORIZATION 80 %

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
					100		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED			15,000		
TOTAL ESTIMATED QUANTITIES (CONTRACT)			15,926.5		
TOTAL QUANTITIES CORRECTED TO DATE			15,926.5		
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					

HOURS PER SHIFT

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 10				
MONDAY 11				
TUESDAY 13				
WEDNESDAY 14				
THURSDAY 15				
FRIDAY 16				
SATURDAY 9				

RECEIVED
MAY 18 1981
CONSTRUCTION BRANCH

K ASHE
CAE
POE
QCE
SCS
FEO
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CA
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FE
CP

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	10	No activity
MONDAY	11	Completed crushing for County. Shaped pit ot meet Spe's. Removing equipmrnt from quarry
TUESDAY	12	Removing equipment from quarry
WEDNESDAY	13	Removing equipment from quarry
THURSDAY	14	Removing equipment from quarry
FRIDAY	15	Complete removing equipment from quarry and make final clean up.
SATURDAY	9	No activity

REMARKS

STATUS: Semi-final submitted to Region 4-30-81
Region inspection 5-11-81.

SIGNED Joseph A. Schl LOCATION La Grande
Joseph A. Schlieski

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP-F216

9256

11

4-30-81

CONSTRUCTION NARRATIVE REPORT

REFERRED TO
3 Beard ___ Stoudenmeyer ~~TH~~
1 Col WEC 4 Mann AH
2 Eriksen FE ___ Watson ___
___ Hager ___ Dorn ___ Leu ___
Return Discuss Do [✓ File Copy] Due ___
BY FINAL DESIGN ENGINEER

Enterprise Rock Production
[redacted]
D Mc D Corporation

[redacted]
Contract : 9256
[redacted]

The [redacted] as awarded March 3, 1981 with a specified completion date of May 31, 1981.

Work began March 9, 1981, with the contractor working 5 days a week, one 9 hour shift per day, with minor delays for equipment repairs. Completed crushing April 28 for the State.

Wallowa County requested some material from this source and we've allowed them to negotiate their own agreement with the contractor. The additional quantity to be removed is estimated at 3,000 to 5,000 yds.

aterial Source Exploration: On most of our projects we are not performing adequate exploration of a material source before developing a plan of how the contractor will work the source. In this particular source the plan called for the contractor to work both northerly and easterly. Stripping to the north revealed 12' to 14' of overburden which is not apparent by observation only. We allowed the contractor to expand the work area easterly, rather than remove excessive amounts of overburden. Fortunately this contractor is good to work with and saw no problems with slight alterations of the development plan. We would not be so lucky with some other contractors.

Our exploration in material sources todate has varied from none to very little. With the present costs and methods of bidding we are leaving ourselves open for multiple claims for every conceivable change in the plans.

This was a mandatory source for this project and I see nothing wrong with that - but we need more exploration of our sources and better details on the develop plans, etc.

ality of product: Portions of the material produced appear dirtier than others. Due to the wet weather this spring - certain shifts of the material production produced wetter material with rock dust clinging to it. Tests showed there was no P I.

ockpile Sites: Again we seem to have problems getting the stockpiles placed where the DE or the section foreman want them - communications are terrible.

1 Versteeg ✓
___ Anderson ___
2 Christensen W
___ Olson ___
GG Sullivan ___
1 Terpin ___
1 Trout ___
___ Wakerlig ___

RECEIVED
MAY 4 1981
ROAD DESIGN SECTION

Do Not File ☐
Return To ___
Bring to ___/___/___
Action ___

Joseph A. Schlieski
Joseph A. Schlieski
Resident Engineer
4-30-81

STATEMENT OF OVERRUNS AND UNDERRUNS

Project: Enterprise Rock Production
Highway: Enterprise - Lewiston
County : Wallowa

Contract No. 9256
Prefix: 32-8310
F.A. No. : State

Item No.	Item	Unit	Original	Semifinal	± %
	SUMMARY				
	Bid Items	$	89,900.00	95,400.47	+6
	Contingencies	$	4,045.50	0.00	-100
	Engineering	$	8,990.00	7,500.00	-7
	Total	$	102,935.50	104,390.47	+1

All substantial changes were evaluated and only those listed below meaningfully affected the total project cost.

9256

ENVIRONMENTAL REVIEW CHECKLIST

11

ALL CLEAR 1/27/81

Donald L

Feb. 26, 1981 Bid Letting ________ All Clear Deadline

SECTION Enterprise Rock Production
Highway Enterprise-Lweiston (11)
County Wallowa Region 5
Type of Work Rodk Production Funds Rk. Prod.
State ___ Consultant ___ Plans Avail. ___ Yes ___ No

N/A No Fed Funds

	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR
DOCUMENTS:					
EIS	☒				
Negative Declaration	☒				
Project Assessment	☒				
Write-off Letter	☒				
PERMITS:					
Division of State Lands	☒				
D.O.G.M.I.		☒			☒
Corps of Engineers	☒				
Coast Guard	☒				
Co. Conditional Use	☒				
NPS Air Pollution	☒				
NPS Water Pollution	☒				
CULTURAL:					
Cultural Survey	☒				
Cultural Salvage	☒				
NOISE:					
Noise Study	☒				

1981 S.E. Harmony Rd. @ International Way Sec. of SE Harmony Rd. (Traffic signals) 9257

CHA 7183 12/4/79

9257

HIGHWAY DIVISION INVOICE

INVOICE NUMBER
140513

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DIVISION
TRANSPORTATION BUILDING
SALEM, OREGON 97310

DATE	YOUR ORDER NUMBER	BILLING REQ. NUMBER
11-30-84		CA 3527

CODE
MILWAUK

CITY OF MILWAUKIE
926 MAIN STREET
MILWAUKIE, OREGON 97222

PREFIX	FUNC	SUB FUNC	OBJECT	P/N GROUP	AMOUNT
	324	02			$ 206.33
203-1913	296	00	000		206.33
203-1913	295	00	000		(206.33)

DESCRIPTION	TOTAL PRICE
TRAFFIC SIGNAL INSTALLATION HARMONY ROAD @ INTERNATIONAL WAY AGREEMENT #7183, CONTRACT #9257 IX-9702(3) & IX-9702(4)	
CITY SHARE OF PROJECT (SEE ATTACHED ITEMIZATION)	$9,206.33
LESS ADVANCE DEPOSIT	(9,000.00)
	$ 206.33

FOLD

110.00 ACCT. FINAL

IF YOU HAVE QUESTIONS ON THIS INVOICE, PLEASE CONTACT:
GARY ZEHNER .... PH:378-6011 FOR CORRECTNESS OF CHARGES
OR ROSALYN WICKHAM .... PH378-5034 PREPARER OF INVOICE

734-1150 (7-81)

OREGON STATE HIGHWAY DIVISIO

Rev. 11/2/84

ITEMIZED STATEMENT OF FINAL COSTS DATE: 10/23/84

CITY: MILWAUKIE AGREEMENT NO: 7183 PROJECT NO: IX-9702(3)(4)

CONTRACT NO: 9257 SECTION: International Way at Harmony Road

PRELIMINARY ENGINEERING (Prefix No. 203-1913 & 403-1917):

Project Manager ($247.07 Nonparticipating)	$ 3,855.66
Work by Clackamas County	701.24
Final Design	2,740.21
R/W Descriptions	421.00
Region Geology	98.84
Traffic Section	2,451.41
R/W Liaison	17.61
Region Utility Liaison	6.30
Program Section	181.69
Specifications	1,131.98
Administrative Services	40.82
Environmental Section ($27.64 Nonparticipating)	564.23
TOTAL P.E. COST	$ 12,210.99
Less Federal Funds	(10,145.83)
LOCAL SHARE	$ 2,065.16

CONSTRUCTION (Prefix No. 203-1021 & 403-1026):

Payment to Contractor	$ 29,718.00
Interest on Final Payment (Nonparticipating)	8.67
SFO #1	1,286.56
SFO #2	17,989.97
Construction Engineering ($244.56 Nonparticipating)	5,505.11
Work by Clackamas County	348.23
Traffic Section	5.40
Program Section	71.67
Salem Lab	134.84
Portland Lab	2.26
Technical Services	1,117.66
Construction Section	123.13
Region Office	285.44
EEO Monitoring	17.84
TOTAL CONST. COST	$ 56,614.78
Less Federal Funds	(47,907.32)
CITY SHARE CONST. COST	$ 8,707.46

SUMMARY:

City Share P.E. Cost:

$$\frac{\text{Total Contract Work Cont. No. 9257}}{\text{Total Cont. Work Cont. No. 9257 + Total Cont. Work No. 9391}} \times \$2,065.16$$

$$\frac{\$29,718.00}{\$29,718.00 + \$93,304.45} \times \$2,065.16 = \$\ 498.87$$

City Share Const. Cost	8,707.46
TOTAL CITY SHARE	$ 9,206.33
Less City Advance Deposit 3-17-81	(9,000.00)
AMOUNT DUE FROM CITY	$ 206.33

GEZ:pf

9257

203-1021
403-1026

(ORIGINAL)

FORM APPROVED BY
COMPTROLLER GENERAL,
U.S. MAY 12, 1966

U.S. DEPARTMENT OF TRANSPORTA
FEDERAL HIGHWAY ADMINISTRATION

4-21-83

VOUCHER FOR WORK PERFORMED UNDER PROVISIONS OF THE FEDERAL AID AND FEDERAL HIGHWAY ACTS, AS AMENDED

STATE VOUCHER NO.

FHWA VOUCHER NO.

FHWA SCHEDULE NO.

APPROPRIATION

THE UNITED STATES, DR., TO *(Insert official or depository named in project agreement)*
Treasurer of the State of Oregon

ADDRESS
Capitol Bldg.
Salem, OR 97310

PAID BY
(For use of Paying Office)

STATE
Oregon

VOUCHER TYPE *(Check Appropriate Block)*
☐ CURRENT BILLING
☐ OTHER PROGRESS
☒ FINAL VOUCHER (*)

VOUCHER PERIOD
FROM 2/4/81
TO 2/9/83

FEDERAL AID PROJECT NO.
IX-9702(4)

(*) Use Form FHWA-1447 for Final Voucher for a project constructed under certification acceptance or secondary road procedures (23 U.S.C. 117).

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
$ 348.23	$ 348.23	85%	$ 296.00	$ 296.00	$ 0.00
56,266.55	56,013.32	85%	47,611.32	47,611.32	0.00
$56,614.78	$56,361.55	85%	$47,907.32	$47,907.32	$ 0.00

I certify that the costs shown in this voucher have been incurred in accordance with terms of project agreements; applicable State and Federal laws or regulations; and that no claim has previously been submitted for costs claimed.

STATE HIGHWAY AGENCY	DATE	SIGNATURE OF AUTHORIZED OFFICIAL
Oregon	4/21/83	Controller

I certify that supporting records for costs claimed, and the referenced project (if applicable), have been subjected to required reviews, approvals and inspections by the Federal Highway Administration and that the amount approved is justly due.

AMOUNT SUBMITTED $ 0.00
ADJUSTMENTS
AMOUNT APPROVED

SIGNATURE OF FHWA REPRESENTATIVE
(SIGN ORIGINAL ONLY)

DATE APPROVED

FORM PR-20
(Rev. 5-78)

PREVIOUS EDITIONS ARE OBSOLETE

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	S.E. Harmony Rd. at International Way					
	Clackamas County					
	Construction					
	Type Code YC31					
	Signals (Harmony Rd. at International Way)					
	Formal Contract Payment Summary	Lump Sum			$29,718.00	
SFO	#1 Permanent Pavement Striping (State)	All Required			1,286.56	
SFO	#2 State Furnished Signal Materials	All Required			17,989.97	
	otal Participating Construction				$48,994.53	
	Construction Engineering					
	Clackamas County	All Required			$ 348.23	
	State	ALL Required			7,000.95	
	Total Participating Construction Engineering				$ 7,349.18	
	Misc. Project Cost					
	EEO Monitoring Expense	All Required			17.84	
	Total Participating Project Cost				$56,361.55	
	Nonparticipating Project Cost					
	Interest on Final Payments	All Required			8.67	
	Construction Engineering (State)	All Required			244.56	
	Total Nonparticipating Project Cost				$ 253.23	
	Total Project Cost				$56,614.78	
	Prepared based on Participating Costs as shown on FEderal Billing as of 4/28/83.					
	AMOUNT CARRIED FORWARD					

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                      203   1017     900     02 P 1                                             496.24      81   83
                      203   1017     900     02 N 1                                              14.53      81   81
                      203   1017     915     00 P 1                                             257.19      83   83
                      203   1017     948     00 P 1                                              31.85      81   82
                                     TOT        P1                                              813.98
                                     TOT        N1                                               14.53
                                  XX JOB TOTALS XX                XX                XX          828.51  XX

SE [illegible] WAY        CONT NO 9257 X FA PROJ NOS X10 97G2004 100                        00000000000    STATE
                      203   1021     201     00 P 1                                          29,718.00 ✓   81   81
                      203   1021     206     00 N 1                                               8.67 ✓   81   81
                      203   1021     270     01 P 1                                           1,286.56 ✓   81   82
                      203   1021     270     02 P 1                                          17,989.97 ✓   81   81
                      203   1021     295     00 N 9                                           8,000.00     82   82
                      203   1021     296     00 N 9                                          55,611.32CR   81   83
                      203   1021     298     00 N 9                                          47,611.32 ✓   81   83
                      203   1021     900     00 P 1                                           4,789.46 ✓   81   83
                      203   1021     930     00 N 1                                             244.56 ✓   81   83
                      203   1021     911     00 P 1                                               5.40 ✓   81   81
                      203   1021     920     00 P 1                                              71.67 ✓   81   81
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ACCOUNT SUMMARY - EXPENDITURES & LEDGERS                            SEPTEMBER 1984        PAGE  207

                                                                          FISCAL         GRAND TOTAL    ACTIVE YRS
       DESCRIPTION          PREFIX  FUNCTION SUB F.  GR  CURRENT MONTH   YEAR TO DATE      TO DATE      BEG   END
                      203   1021     940     00 P 1                                             134.84 ✓   81   82
                      203   1021     941     00 P 1                                               2.26 ✓   81   81
                      203   1021     944     00 P 1                                            1,117.66 ✓  81   83
                      203   1021     945     00 P 1                                             123.13 ✓   81   83
                      203   1021     946     00 P 1                                             285.44 ✓   81   82
                      203   1021     948     00 P 1                                             471.09 ✓   81   82
                      203   1021     985     00 P 1                                              12.84 ✓   81   82
                                     TOT        P1                                           56,013.32
                                     TOT        N1                                              253.23
                                  XX JOB TOTALS XX                XX                XX       56,266.55  XX

 362ND DR AT SKOGAN RD    CONT NO 9313 X FA PROJ NOS SOS 0309008 100                                      STATE
                      203   1028     201     00 P 1                                          69,012.20     81   82
                      203   1028     201     00 N 1                                             500.00     82   82
                      203   1028     206     00 N 1                                              11.50     82   82
                      203   1028     270     01 P 1                                              91.12     81   82
                      203   1028     296     00 N 9                                          79,640.42CR   81   84
                      203   1028     297     00 N 9                                           9,463.41     81   81
                      203   1028     298     00 N 9                                          70,177.01     81   84
                      203   1028     900     00 P 1                                           7,922.12     81   84
                      203   1028     900     00 N 1                                           3,268.56     82   84
                      203   1028     903     00 P 1                                           1,626.60     81   84
                      203   1028     920     00 P 1                                              30.17     81   82
                      203   1028     940     00 P 1                                              39.50     81   81
                      203   1028     941     00 P 1                                              81.54     81   82
```

802 772

OREGON STATE HIGHWAY DEPARTMENT
FHWA BILLING VOUCHER

05/12/83

PREFIX	GRP FL	FED AID PROJ	AGREEMENT AMOUNT	TOTAL COSTS TO DATE	PARTIC. AMOUNT	% OF PARTIC.	FEDERAL SHARE	AMOUNT PREV. CLAIMED	ADJUSTMENT AND CODE	AMOUNT OF THIS VOUCHER
>303-2534	1	X10 -9669-009	7,990.00	8,636.91	8,636.91	85.00	7,341.37	7,283.52		57.85
303-1041	2	X10 -9669-010	188,987.00	215,851.80	215,323.53	85.00	183,025.00	182,955.79		69.21
>203-1911	2	X10 -9665-006	2,760.00	3,247.06	3,247.06	85.00	2,760.00	2,760.00		
303-2532	1	X10 -9666-009	34,000.00	73,475.98	63,561.70	85.00	54,027.45	34,000.00	20,027.45 B	
>303-1031	1	X10 -9665-010	157,835.00	203,365.13	202,822.83	85.00	172,399.41	157,835.00	14,564.41 B	
>303-1031	8	X10 -9665-010	1,600.00	1,797.87	1,793.25	85.00	1,524.26	1,524.26		
		PROJ TOTALS	159,435.00	205,163.00	204,616.08		173,923.67	159,359.26	14,564.41	
203-1036	1	X10 -9665-011	151,298.00	164,064.34	163,032.35	85.00	138,577.50	138,577.50		
>426-1925	2	X10 -9699-003	12,452.00	10,456.11	10,456.11	100.00	10,456.11	10,456.11		
>203-1913	2[illegible]	X10 -9702-003	5,186.00	6,100.00	6,100.00	85.00	5,185.00	5,185.00		
[illegible]	1[illegible]	X10 -[illegible]	47,611.32	56,266.55	56,013.32	85.00	47,611.32	47,611.32		
>[illegible]	1[illegible]	X10 -[illegible]	296.00	296.00	296.00	100.00	296.00	296.00		
		PROJ TOTALS	47,907.32	56,562.55	56,309.32		47,907.32	47,907.32		
203-1034	1	X10 -9702-006	103,700.00	111,822.50	111,522.50	85.00	94,794.13	94,794.13		
>326-1025	2	X10 -9704-004	117,538.00	138,280.00	138,280.00	85.00	117,538.00	117,538.00		
026-1934	1[illegible]	X10 -9713-002	6,623.32	7,745.86	7,792.14	85.00	6,623.32	6,623.32		
026-1020	1	X10 -9713-003	209,790.00	222,736.39	223,313.53	85.00	189,816.50	189,781.12		35.38
>303-1906	2	X10 -9714-003	13,658.28	16,068.56	16,068.56	85.00	13,658.28	13,658.28		
303-2531	1	X10 -9714-005	43,350.00	25,238.08	25,219.63	85.00	21,436.69	21,436.69		
303-1035	1	X10 -9714-006	157,750.00	156,547.19	156,828.25	85.00	133,304.01	133,304.01		
303-1035	8	X10 -9714-006	8,000.00	7,027.44	7,026.85	85.00	5,972.82	5,972.82		
		PROJ TOTALS	165,750.00	163,574.63	163,855.10		139,276.83	139,276.83		
>303-1904	1	X10 -9718-001	21,845.00	59,472.31	59,402.56	85.00	50,492.18	21,845.00	28,647.18 B	
203-2536	1	X10 -9718-005	148,750.00	102,678.80	102,677.02	85.00	87,275.47	86,496.71		778.76
>203-1909	2	X10 -9721-001	6,800.00	8,000.00	8,000.00	85.00	6,800.00	6,800.00		
>203-1033	2	X10 -9721-002				85.00				
>326-1929	2	X10 -9823-001	5,695.00	6,700.00	6,700.00	85.00	5,695.00	5,695.00		

```
                          403   1022      903       01 P 1                                          25,150.00      81    81
                                          TOT       P1                                              25,150.00
                                          TOT       N9                                              25,150.00CR
                                      XX JOB TOTALS XX               XX                XX                   XX

[illegible]           CONT NO         FA PROJ NOS X10 970200A 100                                                  STATE
                          403   1026      598       00 N 9                                            296.00CR ✓   81    82
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ACCOUNT SUMMARY - EXPENDITURES & LEDGERS                               SEPTEMBER 1984      PAGE  347
                                                                          FISCAL           GRAND TOTAL    ACTIVE YRS
    DESCRIPTION            PREFIX  FUNCTION SUB F. GR  CURRENT MONTH   YEAR TO DATE          TO DATE       BEG   END
                          403   1026      903       00 P 1                                    296.00 ✓       81    82
                                          TOT       P1                                        296.00
                                          TOT       N9                                        296.00CR
                                      XX JOB TOTALS XX               XX                XX                   XX

 TRAF SIG OTFLD RD/COURTNEY-RD CONT NO    FA PROJ NOS HES 9665012 100                                          STATE
                          403   1027      270       01 P 1      4,831.47        4,831.47        8,172.36     84    84
                          403   1027      598       00 N 9      4,831.47CR      7,300.69CR      8,172.36CR   84    84
                                          TOT       P1          4,831.47        4,831.47        8,172.36
                                          TOT       N9          4,831.47CR      7,300.69CR      8,172.36CR
                                      XX JOB TOTALS XX                    XX    2,469.22CRXX              XX

 FLANNER@WEBSTER & JENNINGS    CONT NO    FA PROJ NOS HES 9659011 100                                          STATE
                          403   1028      270       01 P 1      4,624.28        4,624.28        7,644.98     84    84
                          403   1028      598       00 N 9      4,624.28CR      7,111.44CR      7,644.98CR   84    84
                                          TOT       P1          4,624.28        4,624.28        7,644.98
                                          TOT       N9          4,624.28CR      7,111.44CR      7,644.98CR
                                      XX JOB TOTALS XX                    XX    2,487.16CRXX              XX

 WESTPORT SLOUGH(WOODSON)BR    CONT NO    FA PROJ NOS BRO5050004 100                                           STATE
                          406   1001      270       03 P 1                                      2,732.03     83    83
                          406   1001      598       00 N 9                                      2,732.03CR   83    83
                                          TOT       P1                                          2,732.03
                                          TOT       N9                                          2,732.03CR
                                      XX JOB TOTALS XX               XX                XX                   XX

 GILLIAM CTY PVMT MK82         CONT NO    FA PROJ NOS PMS 000S099 100                                          STATE
                          411   1004      220       02 P 1                        803.51                     84    84
                          411   1004      598       00 N 9         43.29          803.51CR        8,035.06CR   80    84
                          411   1004      903       01 P 1                                        5,188.42     80    81
                          411   1004      903       02 P 1                                        2,846.64     81    84
                                          TOT       P1                            803.51          8,035.06
                                          TOT       N9             43.29          803.51CR        8,035.06CR
                                      XX JOB TOTALS XX             43.29 XX                XX               XX
```

9257 1-24-83

b

nig cc: OSHD(Cou

U.S ARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL ACCEPTANCE REPORT

REGION NO. 10	REPORT NO. 2	COUNTY Clackamas	DIVISION Oregon
DATE OF REPORT 1-24-83	REPORT MADE BY W. M. Herron, Engineer Trainee, for Thomas P. Lowe, Area Engr		PROJECT NO. IX-9702(4)
COMPLETION DATE 6-16-81	ACCEPTANCE DATE BY CONTRACT AGENCY 9-8-81	TIME ELAPSED 79/90= 88 %	CONTRACT TIME 90 CD
APPROVED EXTENSIONS --	LOCATION SE. Harmony Road @ International Way		

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.
*A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

SE. HARMONY ROAD @ INTERNATIONAL WAY
SE. HARMONY ROAD
Traffic Signal Installation

The completed signal installation was reviewed in the field.

Contract time was completed within the allowable time.

Final estimated cost of $56,300 underran the original authorization of $60,300 by 7 percent.

There were no significant materials problems.

The contract work was performed in accordance with the contract requirements.

--- WMH ---

NOTED
W. E. SCHWARTZ

RECEIVED
STATE HWY ENGR
FEB 9 '83
REFER TO Keasey
FOR

Info	Inves	R/D	D/R	Sign	Act	File

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE Thomas P. Lowe		SIGNATURE Original Signed By G. K. HOSSNER Field Operations Engineer Glenn K. Hossner	
TITLE Area Engineer	DATE 1-24-83	TITLE Field Operations Engineer	DATE 2/9/83

FORM FHWA-1446 B (12-73) FORMERLY PR-33E

Previous Editions of PR-33E Will Not Be Used.

FHWA 734-3122

9257

(MEMORANDUM) 203-1913 403-1917 403-1925

FORM APPROVED BY
COMPTROLLER GENERAL,
U.S. MAY 12, 1966

S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

4-2-82

S OUCHER NO.

FHWA VOUCHER NO.

FHWA SCHEDULE NO.

VOUCHER FOR WORK PERFORMED UNDER PROVISIONS OF THE FEDERAL AID AND FEDERAL HIGHWAY ACTS, AS AMENDED

APPROPRIATION

THE UNITED STATES, DR., TO *(Insert official or depositary named in project agreement)*

PAID BY

(For use of Paying Office)

ADDRESS Treasurer of the State of Oregon
Capitol Bldg.

COPY #9391

STATE Salem, OR 97310

VOUCHER TYPE *(Check Appropriate Block)*

☐ CURRENT BILLING

☐ OTHER PROGRESS

☐ FINAL VOUCHER (*)

VOUCHER PERIOD Oregon

FROM

TO 11/30/79

FEDERAL AID PROJECT NO. IX-9702(3)

(*) Use Form FHWA-1447 for Final Voucher for a project constructed under certification acceptance or secondary road procedures (23 U.S.C. 117).

3/10/81

	TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
772	$ 6,100.00	$ 6,100.00	85.00%	$ 5,185.00	$ 5,185.00	$ 0.00
823	701.24	701.24	85.00%	596.05	596.05	0.00
823	5,382.11	5,135.04	85.00%	4,364.78	4,364.78	0.00
	$12,183.35	$11,936.28	86.80%	$10,145.83	$10,145.83	$ 0.00

RECEIVED DIVISION OFFICE	DIVISION OFFICE REVIEW MADE	PASSED FOR PAYMENT
BY DATE	BY DATE	BY DATE

REMARKS Oregon 4/2/82 V.E. Skoog, Controller

P.E.

$ 0.00

FORM PR-20A
(Rev. 5-78)

PREVIOUS EDITIONS ARE OBSOLETE

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	International Way & Price Fuller Rd. Intersections County Road in Clackamas County					
	Preliminary Engineering Type Code P.E.					
	State	All Required			$11,235.04	
	Work by Clackamas Co. (Harmony to Internation Way)	All Required			139.52	
	Work by Clackamas Co. (Harmony to Price Fuller Rd.)	All REquired			561.72	
	Total Participating Preliminary Engineering				$11,936.28	
	Nonparticipating Cost					
	P.E. (State)	All Required			247.07	
	Total Project Cost				$12,183.35	
	Prepared based on Participating Costs as shown on Federal Billing as of 4/8/82.					
	AMOUNT CARRIED FORWARD					

```
                                203   1912   9?5   00 P 1                                                  ??.42
                                203   1912   910   00 N 1                                                  46.42
                                203   1912   915   00 P 1                                                 315.18
                                203   1912   920   00 P 1                                                  13.40
                                203   1912   923   00 P 1                                                  51.08
                                             TOT      P1                                                3,504.76
                                             TOT      N1                                                   46.42
                                        ** JOB TOTALS **                   **                 **        3,551.18  **

                                                                                                                   STATE
INTERNATIONAL UNVPRICE-FULLE CONT NO    X FA PROJ NOS X1  9702003 100 X10 9702003                      11,116.51CR
                                203   1913   296   00 N 9                                               1,566.73
                                203   1913   297   00 N 9                                               9,549.78
                                203   1913   298   00 N 9                                                 608.59 ✓
                                203   1913   901   00 P 1                                               3,000.00 ✓
                                203   1913   901   00 P 2                                                 247.07 ✓
                                203   1913   901   00 N 1                                                 240.21 ✓
                                203   1913   905   00 P 1                                               2,000.00 ✓
                                203   1913   905   00 P 2                                                 421.00 ✓
                                203   1913   909   00 P 1                                                  98.84 ✓
                                203   1913   910   00 P 1                                               1,351.41 ✓
                                203   1913   911   00 P 1                                               1,100.00 ✓
                                203   1913   911   00 P 2                                                  17.61 ✓
                                203   1913   913   00 P 1                                                   6.30 ✓
                                203   1913   914   00 P 1                                                 181.69 ✓
                                203   1913   920   00 P 1                                               1,131.98 ✓
                                203   1913   921   00 P 1                                                  40.82 ✓
                                203   1913   922   00 P 1                                                 536.59
                                203   1913   923   00 P 1                                                  27.64
                                203   1913   923   00 N 1                                               5,135.04
                                             TOT      P1                                                6,100.00
                                             TOT      P2                                                  274.71
                                             TOT      N1
                                        ** JOB TOTALS **                   **                 **       11,509.75  **

                                                                                                                   STATE
CLACKAMAS H-GLADSTONE INCH    CONT NO       FA PROJ NOS X1  9653005 100
                                203   1914   296   00 N 9       2,104.30CR          6,859.90CR         97,175.13CR
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→ + $ 27.64 Nonpart.

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ACCOUNT SUMMARY - EXPENDITURES & LEDGERS                                  SEPTEMBER 1984        P
                                                                              FISCAL              G
     DESCRIPTION               PREFIX  FUNCTION SUB F. GR   CURRENT MONTH   YEAR TO DATE       TO DATE
                                203    1914     297    00 N 9        92.24       2,143.34      16,330.69
                                203    1914     298    00 N 9     2,012.06       4,716.56      80,844.44
                                203    1914     901    00 P 1     8,957.84      10,750.45      77,659.13
                                203    1914     901    00 N 1                                     160.80
                                203    1914     903    00 P 1       592.57         592.57      19,074.93
                                203    1914     910    00 P 1                      371.84       1,695.66
                                203    1914     911    00 P 1                                     138.53
                                203    1914     913    00 P 1        47.96          47.96       1,567.19
                                203    1914     913    00 N 1                                       8.29
                                203    1914     914    00 P 1         2.28          78.89         777.28
                                                                                                   67.07
```

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                                                                                                            STATE
CLACKAMAS HWY-GLADSTONE NCL S CONT NO    X FA PROJ NOS XI  9659005 100 X10 9659005
                                  403   1915   598     00 N 9                              3,561.94CR
                                  403   1915   903     00 P 1                              1,195.00
                                  403   1915   903     00 P 2                              2,366.94
                                               TOT     P1                                  1,195.00
                                               TOT     P2                                  2,366.94
                                               TOT     N9                                  3,561.94CR
                                        ** JOB TOTALS **             **              **              **

                                                                                                            STATE
1TRST TRANS PJ-HARMONY RD       CONT NO    X FA PROJ NOS XI  9702003 100
                                  403   1917   598     00 N 9                              596.05CR
                                  403   1917   903     00 P 1                              596.05
                                               TOT     P1                                  596.05
                                               TOT     N9                                  596.05CR
                                        ** JOB TOTALS **             **              **              **

                                                                                                            STATE
MCLAUGHLIN CORRIDOR RIDESHARE CONT NO      FA PROJ NOS NRD 0032001 100
                                  403   1918   598     00 N 9                 8,582.70CR    111,659.00CR
                                  403   1918   903     00 P 1   12,587.70    14,553.78     124,246.70
                                               TOT     P1       12,587.70    14,553.78     124,246.70
                                               TOT     N9                     8,582.70CR    111,659.00CR
                                        ** JOB TOTALS **        12,587.70 ** 5,971.08 **    12,587.70 **

                                                                                                            STATE
RAILROAD AVE-HARMONY RD         CONT NO    FA PROJ NOS X10 0000046 100
                                  403   1919   598     00 N 5    2,034.07CR   4,305.94CR    89,054.93CR
                                  403   1919   903     00 P 1                 2,034.07      89,054.93
                                               TOT     P1                     2,034.07      89,054.93
                                               TOT     N9        2,034.07CR   4,305.94CR    89,054.93CR
                                        ** JOB TOTALS **         2,034.07CR** 2,271.87CR**              **

                                                                                                            STATE
SE SUNNYSIDE RD-SE 82ND AV      CONT NO    FA PROJ NOS X10 9718007 100
                                  403   1920   598     00 N 9    2,537.63CR   2,762.11CR     6,833.14CR
                                  403   1920   903     00 P 1                 2,537.63       6,833.14
                                               TOT     P1                     2,537.63       6,833.14
                                               TOT     N9        2,537.63CR   2,762.11CR     6,833.14CR
                                        ** JOB TOTALS **         2,537.63CR**   224.48CR**              **
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                                                                   SEPTEMBER 1984        PAGE  876
ACCOUNT SUMMARY - EXPENDITURES & LEDGERS
                                                                        FISCAL          GRAND TOTAL
                                                                     YEAR TO DATE         TO DATE
     DESCRIPTION                 PREFIX  FUNCTION SUB F. GR  CURRENT MONTH

                                                                                                            STATE
CURVE REALIGNMENT/JENNINGS-DA CONT NO      FA PROJ NOS HES 9674004 100
                                  403   1921   598     00 N 9                                186.74CR
                                  403   1921   903     00 P 1                                186.74
                                               TOT     P1                                    186.74
```

B01

OREGON STATE HIGHWAY DEPARTMENT
FHWA BILLING VOUCHER

5/20/82

PREFIX GRP FED AID PROJ FL APPR	AGREEMENT AMOUNT	TOTAL COSTS TO DATE	PARTIC. AMOUNT	% OF PARTIC.	FEDERAL SHARE	AMOUNT PREV. CLAIMED	ADJUSTMENT AND CODE	AMOUNT OF THIS VOUCHER
403-1910 1 XI -9674-003	250.00	114.72	114.72	100.00	114.72	114.72		
APPR-823								
9		114.72-						
403-1910 PREFIX TOTALS	250.00		114.72		114.72	114.72		
403-1911 1 XI -9721-001	800.00	691.75	691.75	100.00	691.75	691.75		
APPR-823								
9		691.75-						
403-1911 PREFIX TOTALS	800.00		691.75		691.75	691.75		
403-1912 1 XI -9665-006	950.00	222.65	222.65	100.00	222.65	222.65		
APPR-823								
9		222.65-						
403-1912 PREFIX TOTALS	950.00		222.65		222.65	222.65		
403-1913 1 XI -9665-004	1,000.00	904.90	904.90	100.00	904.90	904.90		
APPR-823								
9		904.90-						
403-1913 PREFIX TOTALS	1,000.00		904.90		904.90	904.90		
403-1914 1 XI -9665-007	450.00	315.15	315.15	100.00	315.15	315.15		
APPR-823								
9		315.15-						
403-1914 PREFIX TOTALS	450.00		315.15		315.15	315.15		
403-1915 1 XI -9659-005	1,195.00	1,194.22	1,194.22	100.00	1,194.22	1,194.22		
APPR-823								
9		1,194.22-						
403-1915 PREFIX TOTALS	1,195.00		1,194.22		1,194.22	1,194.22		
4C3-1916 1* XI -9698-001	102.09	102.09	102.09	100.00	102.09	102.09		
APPR-823								
9*		102.09-						
403-1916 PREFIX TOTALS	102.09		102.09		102.09	102.09		
403-1917 1* XI -9702-003	596.05	596.05	596.05	100.00	596.05	596.05		
APPR-823								
9*		596.05-						
403-1917 PREFIX TOTALS	596.05		596.05		596.05	596.05		
403-1918 1 NRD -0032-001	193,000.00	724.50	724.50	100.00	724.50	724.50		
APPR-174								
9								
403-1918 PREFIX TOTALS	193,000.00	724.50	724.50		724.50	724.50		

801

OREGON STATE HIGHWAY DEPARTMENT
FHWA BILLING VOUCHER

5/20/82

PREFIX	GRP FL	FED AID PROJ APPR	AGREEMENT AMOUNT	TOTAL COSTS TO DATE	PARTIC. AMOUNT	% OF PARTIC	FEDERAL SHARE	AMOUNT PREV. CLAIMED	ADJUSTMENT AND CODE	AMOUNT OF THIS VOUCHER
201-1956	1	SOS -0100-002 APPR-680	10,290.00	11,482.00	11,477.70	85.77	9,844.42	9,844.42		
202-1948	1	RRO -000S-023 APPR-695	4,432.00	8,968.56	8,968.56	90.00	8,071.70	4,432.00	3,639.70 B	
202-1953	1	SOS -0200-001 APPR-680	4,247.69	3,483.81	3,483.81	88.15	3,020.98	3,020.98		
203-1901	1	XI -9665-004 APPR-823	18,975.00	25,281.52	25,266.98	85.00	21,476.93	18,975.00	2,501.93 B	
203-1903	1#	XI -9698-001 APPR-823	6,379.91	7,505.78	7,505.78	85.00	6,379.91	6,379.91		
203-1506	1	M -9702-002 APPR-W36	30,000.00	43,417.60	43,019.35	85.80	36,910.60	30,000.00	6,910.60 B	
03-1907	1#	HHSO-000S-031 APPR-145	54.77	60.86	60.86	90.00	54.77	54.77		
03-1908	1	XI -9674-003 APPR-823	4,000.00	5,029.84	5,029.84	85.00	4,275.36	4,000.00	275.36 B	
203-1909	1	XI -9721-001 APPR-823	6,000.00	7,562.73	7,434.62	85.00	6,319.43	6,000.00	319.43 B	
	2	X10 -9721-001 APPR-772	6,800.00	8,000.00	8,000.00	85.00	6,800.00	6,800.00		
203-1909		PREFIX TOTALS	12,800.00	15,562.73	15,434.62		13,119.43	12,800.00	319.43	
203-1910	1#	XI -9665-005 APPR-823	21,653.04	25,474.17	25,474.17	85.00	21,653.04	21,653.04		
203-1911	1	XI -9665-006 APPR-823	5,000.00	3,340.39	3,340.39	85.00	2,839.33	2,839.33		
	2	X10 -9665-006 APPR-772	2,760.00	3,247.06	3,247.06	85.00	2,760.00	2,760.00		
203-1911		PREFIX TOTALS	7,760.00	6,587.45	6,587.45		5,599.33	5,599.33		
203-1912	1	XI -9659-002 APPR-823	4,250.00	3,236.00	3,189.58	85.00	2,711.14	2,711.14		
203-1913	1#	XI -9702-003 APPR-823	4,364.78	5,382.11	5,135.04	85.00	4,364.78	4,364.78		
	2#	X10 -9702-003 APPR-772	5,185.00	6,100.00	6,100.00	85.00	5,185.00	5,185.00		
203-1913		PREFIX TOTALS	9,549.78	11,482.11	11,235.04		9,549.78	9,549.78		
3-1914	1	XI -9653-005 APPR-823	170,000.00	266.49	266.49	85.00	226.52	204.23		22.29
03-1916	1	HES -9674-004 APPR-141		62.11	62.11	90.00	55.90		55.90 A	
203-1956	1	RRO -000S-108 APPR-685	5,400.00	9,366.91	9,322.79	90.00	8,390.51	5,400.00	2,990.51 B	
203-1959	1	SOS -0300-005 APPR-680	18,300.00	24,591.86	24,580.71	85.80	21,090.25	18,300.00	2,790.25 B	
	2	BROS-0300-005 APPR-117	9,800.00			80.00				
203-1959		PREFIX TOTALS	28,100.00	24,591.86	24,580.71		21,090.25	18,300.00	2,790.25	
203-1961	1	PMS -000S-065 APPR-140	500.00			100.00				

9257

10-22-81

HARMONY ROAD PROJECTS

TOTAL PE = $16700

City of Milwaukie

P.E.

1X9702(4) Harmony Rd @ Intn'tl Way

contractor's bid $\frac{\text{1X9702(4)} \quad 29950}{\text{1X9702(6)} \quad 128314}\overset{23.34\%}{(16700)} = \$3900$

$15\%(3900) = 585$

Clackamas Co

COPY #9391 1X9702(6) Harmony Rd @ SE. Price Fuller 16700−3900 = $12800

$15\%(12800) = 1920$

$$\begin{array}{r} 29950 \\ 98364 \\ \hline 128{,}314 \end{array}$$

9257

October 1, 1981

Transamerica Insurance Company
1150 South Olive Street
Los Angeles, CA 90015

CON 3
#9257

Gentlemen:

On September 10, 1981, we wrote to you concerning release of final payment on Contract No. 9257 awarded to Mill Plain Electric, Inc. for traffic signal installation at S.E. Harmony Road at International Way in Milwaukie, Clackamas County.

Final payment on this contract is $1,000.50 and the total contract amount is $29,718.00. No work was performed under force account.

Sincerely,

Robert W. Germsen
COMMISSION SERVICES

js
cc: Mill Plain Electric, Inc.
714 S.E. 136th
Vancouver, WA 98664

bc: C. T. Kessey
Walt Hart
E. L. Hardt

9257

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

September 16, 1981

In Reply Refer to
File No.: PRO 6-2

TO: Dale E. Wilken, Division Administrator
Federal Highway Administration

FROM: D. E. Swan
Operation Programming Engineer

SUBJECT: Program Change
Item No. 90283
Project No. IX-9702(3)
International Way & Price Fuller Road Intersections
Clackamas County

copy
9391

I request approval of a minor program change to adjust the estimated preliminary engineering costs to reflect more accurately the scope of work, based on the attached justification letter from Mr. Spence dated 9/9/81.

Approval of this request will involve an increase of $6,100 in total cost and Federal obligation of $5,185 in Interstate Substitution General Funds (Appn Code 772) with revised financing as follows:

	TEC	FF	%	APPN CODE
Present	$16,700	$14,195	85%	---
Previous	10,600	9,010	85%	823
Difference	$ 6,100	$ 5,185	85%	772

The funds for this increase in cost is to come from the FY '81 supplemental allocation.

DRH:pf
Attachment

cc: R. N. Bothman, Metro
F. E. Terpin
Judy Smith, Metro
Jon Rose, Metro
E. L. Hardt, Region 1
Gary Zehner, w/attachment
General Files

Form 734-3122

PRELIMINARY ENGINEERING

Major Class 19
(also 07, 08, 09)

Engineering		AUTHORIZATION APPROVED BY FHWA	TOTAL AUTHORIZATION REQUESTED
901	Resident Engineer	5 800	4 000
902	Citizens involvement		
903	Payment to local government		200
904	Consultant fees		
905	Final Design	1 000	3 500
906	Bridge Design		
907	Preliminary design		
908	Field testing section (construction)		
909	Right of way descriptions	100	430
910	Soils and geology		100
911	Signing (traffic department)	2 000	5 000
912	Landscape department		
913	Right of way - liaison & relocation	200	20
914	Utility liaison	400	50
915	Audits by Accounting Section		
916	Photogrammetry		
917	Inventory needs		
918	Reconnaissance and hydrology		
919	Engineering graphics		
920	Project management		200
921	Specifications	1 000	2 500
922	Administrative Services - engineering	100	100
923	Environmental Section		600
924	Department of Transportation		
925	Air monitoring		
926	Foundation investigation		
950	Training courses, conferences & seminars		
955	Employee relocation assistance program		
960	Personal leave		
975	Historical sites inventory		
980	Public hearing charges		
985	EEO monitoring expense		
986	"Non-State" employees travel		
		$ 10 600	$ 16 700

Section: INTERNATIONAL WAY & PRICE FULLER RD. INTERSECTIONS

Highway: S.E. HARMONY RD.

County: CLACKAMAS

Prefix: 203-1913

9257

L'

9-10-81

REPORT OF ACTION UNDER DELEGATED AUTHORITY BY
ASSISTANT STATE HIGHWAY ENGINEER

On behalf of the Commission and under authority delegated to me to accept contracts completed according to specifications, I accepted the following:

Contractor and Contract No.	Section and County	Acceptance Date
Mill Plain Electric, Inc. No. 9189	Mt. Hood Hwy. @ SE 104th Ave. Multnomah County	August 10, 1981
Delta Construction Co. No. 8974	Prairie Rd.-Irving Rd. & Park Ave.-River Rd. Lane County	August 10, 1981
Douglas S. Coats, Inc. No. 9262	Deschutes River (Sheep) Bridge Deschutes County	August 10, 1981
Ross Bros. Construction, Inc. No. 9222	Thornton Lake Bridge Benton County	August 12, 1981
W. R. Grasle Co. No. 9059	N.Tigard Intchge.-SW Beef Bend Rd. (Tigard) Multnomah & Washington Counties	August 14, 1981
A.K. Lundmark & Son, Inc. No. 8978	Nehalem River (CCC) Bridge Tillamook County	September 1, 1981
F. E. Ward, Inc. No. 9238	Little Luckiamute River (Smith Rd.) Bridge Polk County	September 2, 1981
N.L. Prouty Excavating No. 9252	Dairy Creek O'Flow Culvert Washington County	September 3, 1981
Don Haisch Construction, Inc. No. 9212	M.P. 44.5 Marion County	September 4, 1981
Tice Electric Co. No. 9162	Hayden Island-NE Broadway St. (Portland) Multnomah County	September 4, 1981
Peter Kiewit Sons' Co. No. 9017	Yaquina Bay Bridge (Newport) Lincoln County	September 4, 1981

Contractor and Contract No.	Section and County	Acceptance Date
Mill Plain Electric, Inc. No. 9257	SE Harmony Rd. @ International Way Clackamas County	September 8, 1981
Auburn Construction Co. No. 9251	Soap Creek Bridge Polk County	September 10, 1981

September 10, 1981

C. T. Keasey
Asst. State Highway Engineer

9257

STATE OF OREGON
Department of Transportation
Metropolitan Branch

INTEROFFICE MEMO
Telephone: 238-8226
Date: September 9, 1981

TO: F.E. TERPIN
Location Engineer

File No: 203-1913

FROM: T.A. SPENCE
Plan & Program Manager

SUBJECT: International Way/Price Fuller Road Intersections
SE Harmony Road
Clackamas County

copy
#9391

I request your approval of the attached Authority for Survey No. 2 for this project. This is an Interstate Transfer project sponsored by Clackamas County.

The main function increases are Final Design (905), Traffic (911), Specifications (921), and Environmental (923). It appears that the final design, traffic, and specifications functions were simply underestimated on the original authority for survey. The Environmental function (923) was not originally anticipated but became necessary as the Price Fuller Road intersection required environmental work because of unanticipated right-of-way requirements and the proposed addition to the project of a drainage outfall.

This authority is 7.1 percent of the construction estimate for both intersections. The International Way intersection has already been contracted with the Price Fuller Road intersection to be contracted shortly.

Please obligate this increase in preliminary engineering from the Supplemental FAIX funds.

TAS:ECM:JS

cc: D.R. Adams
C.H. Duval
J.R. Rose
D.E. Swan
E.J. Dunn
G.E. Zehner
J. Gaither
R.C. Brooks

W

9257

Form E-39 (Rev. 9-71)

OREGON STATE HIGHWAY DIVISION

AUTHORITY FOR SURVEY

Section International Way and Price Fuller Rd. Intersections

Date September 8, 1981

Highway SE Harmony Road (FAU 9702)

Authorization No. 2

County Clackamas #3

Survey Prefix 203-1913 (Assigned by Salem office)

Description of termini, route, length, etc.: Spot locations at the intersections of Harmony Rd. and International Way, and Harmony Rd. and Price Fuller Road.

copy #9391

Proposed: Harmony Rd. at International Way--install multi-phase, fully actuated signal with pedestrian sequence. Modify approaches and channelize to accommodate signal. Harmony Rd. at Price Fuller Road -- widen approaches with curb and sidewalk to a 40-foot roadbed section with two travel lanes and a left-turn refuge. Provide drainage.

Purpose of survey: State to perform field survey, prepare plans, specifications, estimate and complete PS&E.

Estimate of cost: International Way - $58,911
Price Fuller Rd. - $174,850

Funding: FAIX (Mt. Hood Transfer)
F.A. No. IX-9702(3) 9-17-81
Class II, Categorical Exclusion

Field Survey	(901)	4,000
Citizen Participation	(902)	
City or County	(903)	200
Consultant	(904)	
Final Design	(905)	3,500
Bridge Design	(906)	
Preliminary Design	(907)	
R/W Description	(909)	430
Soils & Geology	(910)	100
Traffic	(911)	5,000
Landscape	(912)	
Liaison R/W	(913)	20
Utility	(914)	50
Photogrammetry	(916)	
Location Studies	(918)	
Engineering Graphics	(919)	
Project Management	(920)	200
Specifications	(921)	2,500
Administrative Services	(922)	100
Environmental	(923)	600
Dept. of Transportation	(924)	
Air Quality Monitoring	(925)	
Foundation Exploration	(926)	
Seminars & Training	(950)	
Hearings	(980)	
Personal Leave Time	(960)	

Total estimated cost of survey	$ 16,700
Previous authorization	10,600
Additional authorization requested	6,100
Additional authorization approved (Salem)	
Total all authorizations approved (Salem)	

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

RECEIVED
OCT 2 1981
LOCATION SECTION

Requests made by:

CURTIS H. DUVAL, Metro Location Engineer ~~Field Engineer~~

Recommended for Approval:

D.R. ADAMS, Project Development Engineer ~~Regional Engineer~~

Recommended for Approval:

Location Engineer field

Approved:

J H W[illegible] for EHH

Assistant State Highway Engineer

-P*23604-734

9257

4

FORM 734-3001

FIELD ENGINEER'S WEEKLY REPORT

OREGON STATE HIGHWAY DIVISION

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: S.E. Harmony Rd. @ International Way

WEEK ENDING: 7/4/81

SECTION PREFIX: 203-1021

HIGHWAY: Harmony Rd.

COUNTY: Clackamas

NAME OF JOB:

KIND OF WORK: Traffic Signals

CONTRACTOR: Mill Plain Electric

CONTRACT NUMBER: 9257

FEDERAL AID PROJECT NUMBER: IX-9702(4)

DATE OF CONTRACT: 3/17/81

DATE WORK STARTED: 5/4/81

ESTIMATED COMPLETION DATE:

AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION:

SPECIFIED WORK DAYS:

SPECIFIED CALENDAR DAYS: 90

WORK DAYS USED:

CALENDAR DAYS USED: 79

SPECIFIED COMPLETION DATE:

PERCENT OF TIME ELAPSED: 88

PROJECT AUTHORIZATION: $ 60,284.25

EXCLUSIVE OF ENGINEERING: $ 55,019.25

ENGINEERING AUTHORIZATION: $ 5,265.00

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 49,348.02

ENGINEERING COST TO DATE: $ 4,000

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100

ESTIMATED PERCENT: UNDERRUN . . . . . . 10 %

PERCENT OF AUTHORIZATION . . . . . . 76 %

DATE PROJECT WAS COMPLETED: 6/16/81

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Clear	0		
MONDAY	Clear	0		
TUESDAY	Showers	0		
WEDNESDAY	Cloudy	0		
THURSDAY	Clear	0		
FRIDAY		0		
SATURDAY		0		

RECEIVED
JUL 6 1981
CONSTRUCTION BRANCH

ASHE
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GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	No Activity
MONDAY	N/A
TUESDAY	N/A
WEDNESDAY	N/A
THURSDAY	N/A
FRIDAY	N/A
SATURDAY	N/A

REMARKS

Office work on semi final

SIGNED Wayne Schultz for LOCATION Portland
W.E. Hoffman Res. Engr.

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

9257

STATE COPY 2

TO BE COMPLETED BY FHWA

MONTHLY TRANSACTION NUMBER 6-81

PROJECT REPORT NUMBER

MODIFICATION NUMBER 1

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

6-8-81

State regon

County Clackamas

Project Number IX-9702(4)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on March 24 , 19 81 , is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 80,000.00	$ 70,600.00
Federal funds	$ 68,000.00	$ 60,010.00
Other revisions		

This modification is made for the following reasons: To reduce the reserve amount and release $7,990 in Federal funds Appn 772 for increase on project No. IX-9659(5).

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 8th day of June , 19 81 .

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Asst. State Highway Engineer
(Title)

~~By~~ For: H.S. Coulter

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)
For: Dale E. Wilken

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

Gen File

Oregon State Highway vision
Salem, Oregon June 8, 1981

ederal Aid Project
No. IX-9702(4)

S.E. Harmony Rd. at International Way
Clackamas County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code Y031
Signals (Harmony Rd. at International Way)

Temporary Protection and Direction of Traffic		All Required	$ 500.00
Temporary Signs	130 Sq. Ft.	2.50	325.00
Flagmen	30 Hour	5.00	150.00
Traffic Signal Installation, Complete		All Required	28,975.00
			$29,950.00

Anticipated Items

Permanent Pavement Striping	All Required	$ 1,000.00
State Furnished Software Program	All Required	500.00
State Furnished Controller and Poles	All Required	20,000.00
		$21,500.00

SUBTOTAL	$51,450.00
Engineering	6,260.00
Engineering (Signal Controller Testing)	1,200.00
TOTAL	$58,910.00

Length of Project ---------------- 0.00 mi.

SUMMARY OF FUNDS (85%)

Description	Total Cost	Federal Funds	County Funds
Traffic Signal	$58,910.00	$50,074.00	$ 8,836.00
Reserve	11,690.00	9,936.00	1,754.00
TOTAL	$70,600.00	$60,010.00	$ 10,590.00

Group 1	100%
Contract No.	9257
Prefix	203-1913
Prefix	203-1021

9257

STATE COPY

L.

TO BE COMPLETED BY FHWA 4-5	U.S. DEPARTMENT OF TRANSPORTATIO FEDERAL HIGHWAY ADMINISTRATION FEDERAL-AID PROJECT AGREEMENT 3/24/81	STATE OREGON COUNTY CLACKAMAS PROJECT NO. IX-9702(4)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

S.E. Harmony Rd. @ International Way

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	2-4-81	0.00

OTHER *(Specify)*

FUNDS PRO RATA 85.0%

ESTIMATED TOTAL COST OF PROJECT $ 80,000.00	FEDERAL FUNDS $ 68,000.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)
By
Assistant State Highway Engineer
(Title)
XXXBy For: H.S. Coulter
State Highway Engineer
(Title)
By
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)
For: E.J. Valach (Acting)

Date executed by Division Administrator 3-24-81

FORM PR-2 (REV. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway. agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

file

Oregon State Highway Division
Salem, Oregon March 18, 1981

Federal Aid Project
No. IX-9702(4)

S.E. Harmony Rd. at International Way
Clackamas County

PROJECT AGREEMENT ESTIMATE

Type Code Y031
Signals (Harmony Rd. at International Way)

Temporary Protection and Direction of Traffic		All Required	$ 500.00
Temporary Signs	130 Sq. Ft.	2.50	325.00
Flagmen	30 Hour	5.00	150.00
Traffic Signal Installation, Complete		All Required	28,975.00
			$ 29,950.00

Anticipated Items		
Permanent Pavement Striping	All Required	$ 1,000.00
State Furnished Software Program	All Required	500.00
State Furnished Controller and Poles	All Required	20,000.00
		$ 21,500.00

SUBTOTAL	$ 51,450.00
Engineering	6,260.00
Engineering (Signal Controller Testing)	1,200.00
TOTAL	$ 58,910.00

Length of Project ---------------- 0.00 mi.

SUMMARY OF FUNDS (85%)

Description	Total Cost	Federal Funds	County Funds
Traffic Signal	$58,910.00	$50,074.00	$ 8,836.00
Reserve	21,090.00	17,926.00	3,164.00
TOTAL	$80,000.00	$68,000.00	$12,000.00

Group 1	100%
Contract No.	9257
Prefix	203-1913
Prefix	203-1021

9257

February 27, 1981

ACC

City of Milwaukie
926 Main Street
Milwaukie, Oregon 97222

Attn: Kenneth Whorton
City Manager

Gentlemen:

On February 26, 1981 the Highway Division received a satisfactory bid from Mill Plain Electric, Inc., 714 S.E. 136th Ave., Vancouver, Washington 98664, Phone: (206) 892-5330, for S.E. Harmony Road at International Way Section of Harmony Road in Milwaukie. We anticipate the construction cost to be:

Contractor's Bid		$29,950.00
Anticipated Additional Items:		
Permanent Pavement Striping	$ 1,000.00	
State Furnished Software Program	500.00	
State Furnished Controller & Poles	20,000.00	
Signal Controller Testing(Engineering)	1,200.00	22,700.00
		$52,650.00
4 1/2% Contingencies		2,369.25
10% Engineering		5,265.00
ESTIMATED TOTAL COST		$60,284.25
Less 85% Federal Funds		51,241.61
CITY SHARE (15%)		$ 9,042.64

We will award the contract when we receive your advance deposit, in the amount of $9,000, which should arrive no later than March 20, 1981.

The attached sheet describes the three options for making your advance deposit. Please select the option you desire and submit your advance deposit according to the instructions.

Very truly yours,
ORIGINAL SIGNED BY
D. E. SWAN

D. E. Swan
Operation Programming Engineer

KEH:pf
Attachment

bcc w/AD # 872: Jon Rose, Region M Federal Aid Engineer
Vern Skoog - Please return completed AD # 872 when advance deposit is received.

Faye (Acct) Rec'd chk $ 9000
3-17-81

9257

2.

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

2-4-81

FROM: E.J. Valach, Acting Division Admin FHWA - Oregon Division	PROGRAM NO.	FEDERAL AID PROJECT NO. IX-9702(4)
	ITEM NO. 90283	STATE PROJECT NO. See below
		COUNTY NAME Clackamas
		PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENG
FEB 15 '81
REFER TO Moehring
FOR
Info | Invest. | R/D | D/R | Sign | Act | File

DATE PS&E APPROVED 1/6/81	DATE AUTHORIZATION EFFECTIVE 2/4/81	FEDERAL ROUTE NUMBER FAU 9702 STATE ROUTE NUMBER County Road

GENERAL LOCATION:

SE Harmony Road at International Way

GENERAL DESCRIPTION OF WORK:

Traffic Signals

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☒ OTHER (Specify) Perm Pavement Striping S.F. $1,000
State Furnished Software $500
State Furnished Controller & Poles $20,000

☐ ACQUISITION OF RIGHT-OF-WAY
☒ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

After concurrence in award you are authorized to proceed with those items listed above as shown in your Estimate.

Mr. Swan's 1/30/81 request and certifying statements are accepted.

Revised PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $80,000 Federal Funds $68,000.

A signed copy of the Title Sheet is returned herewith.

DATE 2/4/81	SIGNATURE OF APPROVING OFFICIAL G. K. Hassner	TITLE for Acting Division Administrator

FORM PR-1240 (REV. 6-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U. S. GOVERNMENT PRINTING OFFICE: 1975-631-066

9257

2.

Form FHWA 121 (1/80)

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

THE OREGON DIVISION - SALEM
UNITED STATES GOVERNMENT

memorandum

Subject: Oregon Project IX-9702(4)
Traffic Signal Installation
SE. Harmony Road at International Way
Clackamas County

Date: January 13, 1981

From: G. L. Green, Division Administrator

Reply to Attn. of: HFO.1-OR

To: Mr. H. S. Coulter, State Highway Engineer, ODOT

I agree it is in the public interest to utilize State furnished traffic signal hardware, as explained in Mr. Moehring's November 21, 1980 letter.

G.K. Hossner
for G. L. Green

cc:
OSHD (D H Moehring, Proj Mgmt)

RECEIVED
STATE HWY ENGR
JAN 14 '81
REFER TO
DH Moehring
FOR
Info | Inves | R/O | D/R | Sign | Act | File

orig. to

9257

2.

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

1-6-81

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. X-9702(4)

STATE PROJECT NO. See below

FROM:
G. L. Green, Division Administrator
FHWA - Oregon Division

PROGRAM NO.

ITEM NO. 90283

COUNTY NAME Clackamas

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
JAN 13 '81
REFER TO Machining
FOR

1-13
orig

DATE PS&E APPROVED 1/6/81

DATE AUTHORIZATION EFFECTIVE 1/6/81

FEDERAL ROUTE NUMBER FAU 9702

STATE ROUTE NUMBER County Road

GENERAL LOCATION:

SE Harmony Road at International Way

GENERAL DESCRIPTION OF WORK:

Traffic Signal

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION

☒ OTHER (Specify) See below

☐ ACQUISITION OF RIGHT-OF-WAY

☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's letter of 11/18/80 you are authorized to proceed with actions necessary to advance the subject project at a TEC of $80,000 Federal Funds $68,000.

DATE 1/6/81

SIGNATURE OF APPROVING OFFICIAL G K Hessner

TITLE for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U. S. GOVERNMENT PRINTING OFFICE: 1975-631 498

117 DOT Buildin
Salem, Oregon 97310
9251
Attention: Right-of-Way Section

11-20-80

Prefix 203-1913

Subject: Federal Aid Project No. IX-9702 3
Project Name S.E. Harmony Rd. & International Way
S.E. Harmony Road

Regarding the above referred to federal aid project, we hereby certify that to the best of our knowledge and belief:

A. Existing Right-of-Way

☒ 1. All construction can be accomplished completely within the existing right-of-way. This existing right-of-way was acquired prior to January 2, 1971.

B. New Right-of-Way

☐ 1. This project required additional right-of-way purchased after January 2, 1971. Right-of-way, easements, or rights-of-entry required for this project have been secured in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, and all incidental charges related to the transfer of property will be paid by the county in accordance with said Act.

☐ a. There has been no displacement of persons from residences, farms or businesses.

OR

☐ b. There has been displacement of persons from either residences, farms or businesses and in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, displaced persons, businesses, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals or families have been relocated to decent, safe and sanitary housing or have been offered decent, safe, sanitary and fair housing immediately available on the open market.

C. Utilities

☐ 1. The occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to federal aid project have been authorized by permit, franchise, or other approved procedure.

Signed at Oregon City, Oregon, this ____ day of November, 1980

County of CLACKAMAS
BOARD OF COMMISSIONERS

Chairman

Ralph Groener
Commissioner

Commissioner

Certified By:

Kenneth W Rolfe
Regional Right-of-Way Supervisor
Date 11-20-80

Instructions: Complete A or B and C.
R/W File No. ________
Rev. 1/76

6

9257

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO 6-2

November 18, 1980

TO: G.L. Green, Division Administrator
Federal Highway Administration

FROM: D.E. Swan
Operation Programming Engineer

SUBJECT: Project Data Submission
Item No. 90283
Project No. IX-9702(4)
S.E. Harmony Rd. @ International Way Section
Clackamas County

Attached support data consist of PR-1 forms and project maps for the subject project.

It is the Oregon State Highway Division's intention to request PS&E approval upon availability of funds.

I request transfer of Interstate Substitution General Funds for the construction of the subject project. This action will involve an estimated total cost of $80,000 with substitution funds in the amount of $68,000.

This request is based on the August 9, 1979 letter to you from Mr. F.B. Klaboe, Director of the Department of Transportation.

A copy of the State Clearinghouse A-95 review conclusions was forwarded previously.

DRH:bke
Attachments
cc: R.N. Bothman (Metro)
Max Klotz (Metro)
Jon Rose (Metro)
Ed Hardt (Region 1)
Gary Zehner w/att
General Files

Form 734-3122

Budget Bureau No. 41-R

FORM PR-1
(REV. 4-61)

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O. November 18, 1980

CARD 2	REPORT NUMBER (19) (20)	PROJECT LOCATION (43 typewriter spaces) 21 Co. Rd., Int. of International Way 65	ADT	PRESENT	FUTURE (66) (70)	YEAR (71) (72)	REGION 10	STATE NAME Oregon
CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) Traffic Signal 26 62	NATL. FOREST (63) (63)	FH ROUTE NO. (66)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)

PROJECT NUMBER: PREFIX LETTER(S) 14 IX- 23 NUMBER 7 9702

CARD	CLASS OF FEDERAL FUNDS: Interstate Substitutions General Funded
	NAME OF URBAN AREA 17-31: Portland

COUNTY NAME: Clackamas

ROUTE NO. U — FEDERAL-AID: 9702 (32) — STATE: Co. Rd. (36) (37) — U.S.

ESTIMATED PROJECT COST BY PHASES

CARD	LINE NO.	CHANGE CODE	PROJECT CODE	CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS (85%)	STATE FUNDS	OTHER FUNDS County
1	(14-15)	(16)	41	42	43 46	53		(54) (55)	(56) (66)	(67) (76)		
5					PE							
5					ROW							
5					CONST (CODE) Y031		"SE Harmony Rd. @ International Way Section."	0.0	80,000	(I-80N) 68,000		12,000
CARD 1	CODE 1	PREPARED BY DRH					PROJECT TOTALS	0.0	80,000 (16) (23)	68,000 (24) (33)		12,000
1	14	PROGRAM APPROVAL DATES										

REMARKS Additional Data:

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FORM PR-1
(REV. 4-61)

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

November 18, 1980

ECT LOCATION (45 typewriter spaces) Co. Rd., Int. of International Way	ADT	PRESENT	FUTURE	YEAR	REGION 10	STATE NAME Oregon	STATE CODE 41	APPN CODE 823	ITEM NO. 90283

WORK (35 typewriter al	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	OA CLASSIF.	OA AREA	EMERG. YR.	PL. AUTH YR	PREFIX LETTER(S) IX-	NUMBER 9702	SEQ. NO. (4)	I. Projects Only POST MI.	DESIG.

Interstate Substitutions General Funded

Portland

COUNTY NAME: Clackamas — CODE: 005

ROUTE NO. U — FEDERAL-AID: 9702 — STATE: Co. Rd. — U.S.: ---

PROGRAM STAGE ☐ 1 OR ☐ 2

ESTIMATED PROJECT COST BY PHASES

WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS (85%)	STATE FUNDS	OTHER FUNDS County	CHARACTER OF PROPOSED WORK (Full description)
E								
OW								
ONST CODE) Y031		"SE Harmony Rd. @ International Way Section."	0.0	80,000	(I-80N) 68,000		12,000	ROW-60' normal; Access Control-none; Parking Restrictions-none.
DRH		PROJECT TOTALS	0.0	80,000	68,000		12,000	

ROVAL DATES

REMARKS Additional Data: Item Nos. 80186 & 90283.
Project Nos. M-9702(2) &
IX-9702(3).

-over-

USCOMM DUSCOMM-DC 48905-P61

S.E. Harmony Rd. @ International Way Section
Project No. IX-9702(4)

Remarks continued:

Project Data: Work under this project consists of installation of multi-phase traffic signal, channelization of the intersection, adjust utilities as required and incidental work common to this type of project.

Accommodation of Utilities: A State-County-City agreement to comply with paragraph 6d(1) of PPM 30-4.1 was executed November 28, 1979.

Maintenance: A State-County-City agreement to comply with Section 116, Title 23 U.S.C. was executed November 28, 1979.

Note: 1) This project is in Congressional District No. 3.
2) Included in SOCL September 1980 page 12, No. 25 and MSD FY '81 TIP/AE on page 92 item 92.

9257

L.

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO 6-2

November 18, 1980

TO: G.L. Green, Division Administrator
Federal Highway Administration

FROM: D.E. Swan
Operation Programming Engineer

SUBJECT: Project Data Submission
Item No. 90283
Project No. IX-9702(4)
S.E. Harmony Rd. @ International Way Section
Clackamas County

Attached support data consist of PR-1 forms and project maps for the subject project.

It is the Oregon State Highway Division's intention to request PS&E approval upon availability of funds.

I request transfer of Interstate Substitution General Funds for the construction of the subject project. This action will involve an estimated total cost of $80,000 with substitution funds in the amount of $68,000.

This request is based on the August 9, 1979 letter to you from Mr. F.B. Klaboe, Director of the Department of Transportation.

A copy of the State Clearinghouse A-95 review conclusions was forwarded previously.

DRH:bke
Attachments
cc: R.N. Bothman (Metro)
Max Klotz (Metro)
Jon Rose (Metro)
Ed Hardt (Region 1)
Gary Zehner w/att
General Files

Form 734-3122

9257

Section S.E. Harmony R[illegible] International Way
Program[illegible]g Estimate $ 71 [illegible]
Highway FAU 9702 (S.E. Harmony Rd.)
Project Length –
County Clackamas 11-17-80
Completion Time 90 CD
Kind of Work Traffic Signals
Est. Comp. Date April 6, '81
Prefix 203 - 1913
Letting Date Dec. 18, '80
Project No. IX - 9702(4)

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount		$ 39,563 00
Anticipated Additional Items:		
Royalty Payment		
Permit Fees		
Slide Correction		
Railroad Protective Costs		
Other Railroad Costs		
Permanent Signing		
Permanent Pavement Striping	1,000	
Temporary Pavement Striping		
Remove Pavement Striping (Exist. & Temp.)		
Temporary Erosion Control		
State Furnished Software Program	500	$ 22,700 00
* Roadside Seeding & Mulching		
Asphalt Cement Adjustment		
On the Job Trainees		
State Responsibility for Damages		
Signal Controller Testing (Engineering)	1,200	
Bikeway Signs		
Furnish Mailbox Posts		
~~Adjust Utilities:~~		
* State Furnished Controller and poles	20,000	
Subtotal		$ 62,263 00
Contingencies (4-1/2%)		2,801 84
Engineering (~~8~~, ~~9~~, [✓ 10%])		6,226 30
~~Subtotal~~		$
Credit for		
Estimated Net Authorization, Construction		$ 71,291 14

APPROVED

REQ. TO FHWA
$80,000
G
Ok says Max

11-17-80
REC'D
G

Road Design Engineer

ON STATE HIGHWAY DIVISION Sheet 1 of 1

~~SUMMARY — BID SCHEDULE~~ — COST ESTIMATE Date Nov. 17, 1980

ection S.E. Harmony Rd. at International Way County Clackamas

ind Of Work Traffic Signals Length - Name Bricher

o	Item	Code	Unit	Quant.	Unit Cost	Total
	Temporary Protection and Direction of Traffic		All	All	-	1,078-
	Temporary Signs		Sq. Ft.	130	6-	780-
	Flagmen		Hour	30	23^{50}	705-
	Traffic Signal Installation, Complete		All	All	-	37,000-

9257.

OREGON STATE HIGHWAY DIVISION
Location Section
Surfacing Design Unit

Section: International Way and Price Fuller Intersection

Date October 2, 1980

Highway: FAU 9702 (S.E. Harmony Rd.)

Twenty Year Traffic Coefficient 7.9

County: Clackamas

18 kip s.a. per day 45.2

Prefix: 203-1913

R value 11

Res. Engr. R. Cameron

Frost Penetration - - - -

CBE Total Requirement 25.5"

copy #9391

STRUCTURAL SECTION
NEW WORK

ACTUAL THICKNESS	COMPONENT	CREDIT
1.5"	A.C. (Final Stage)	3.0
4.0"	A.C.	8.0
15.0"	A.B.	15.0
20.5"		26.0"

Note: 1.0" A.C. to obliterate striping.

1.0" Asphaltic Concrete Wearing Surface & Base = 2.0" Aggregate Base
1.0" Cement Treated Base = 1.8" Aggregate Base
1.0" Plant Mix Bituminous Base = 1.8" Aggregate Base
1.0" Emulsion Treated Wearing Surface & Base = 1.8" Aggregate Base
1.0" Oil Mat = 1.8" Aggregate Base
1.0" Soil Cement (Existing Roadway Material) = 1.5" Aggregate Base
1.0" Lime or Cement Treated Subgrade = 1.0" Aggregate Base
1.0" Aggregate Subbase = 0.8" Aggregate Base

Above Factors apply to materials that comply with Standard Specifications and Special Provisions.

F.H.W.A.
Location Engineer
Construction Engineer
Materials
Region Engineer
Resident Engineer
Specifications Engineer
Final Design Engineer
Regional Geologist
D. E. Swan

9257

OREGON STATE HIGHWAY DIVISION
Location Section
Surfacing Design Unit

Section: S.E. Harmony Rd. at International Way

Date Sept. 2, 1980

Highway: FAU 9702 (S.E. Harmony Rd.)

Twenty Year Traffic Coefficient 8.3

County: Clackamas

18 kip s.a. per day 65.6

Prefix: 203-1913

R value 11

Res. Engr. R. Cameron

Frost Penetration - - - -

CBE Total Requirement 26.0"

STRUCTURAL SECTION
NEW WORK

ACTUAL THICKNESS	COMPONENT	CREDIT
1.5"	A.C. (Final Stage)	3.0
4.0"	A.C.	8.0
15.0"	A.B.	15.0
20.5"		26.0"

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1.0" Oil Mat = 1.8" Aggregate Base
1.0" Soil Cement (Existing Roadway Material) = 1.5" Aggregate Base
1.0" Lime or Cement Treated Subgrade = 1.0" Aggregate Base
1.0" Aggregate Subbase = 0.8" Aggregate Base

Above Factors apply to materials that comply with Standard Specifications and Special Provisions.

F.H.W.A.
Location Engineer
Construction Engineer
Materials
Region Engineer
Resident Engineer
Specifications Engineer
Final Design Engineer
Regional Geologist
D. E. Swan

N

9257

9702

STATE OF OREGON

INTEROFFICE MEMO

Metro Technical Services
DEPT.

238-8231
TELEPHONE

DATE: ~~April 3, 1979~~ 5-21-80

TO: FRANK TERPIN
Location Engineer - Salem

FROM: R. T. EWEN
Metro Location Engineer

SUBJECT: International Way Signal Unit
Lake Road - S.E. 82nd Drive Section
Harmony Road
Clackamas County
Prefix: ~~203-1906~~
203-1913

Herewith the following data pertaining to subject:

- 1 Book, Field Notes
- 1 Roll, Detail Map
- 1 Roll, Plotted x-section
- 1 Locating Engineer Statement
- 1 Narrative Report
- 1 Quantity Summary & Cost Estimate

pq

cc Rob Cameron

To Traffic Sect.
6-12-79
H

Rob Cameron
657-2138

3-6-80
This Job County wants to drop, says Chuck Peitrok.

4-24-80
Leo Goldsby says County wants to proceed w/International way @ Harmony. Price Fuller intsec. is still in the field.

5-21-80 Max Says County wants to contract both of the signals on Harmony Road together after October 1, 1980.

To [illegible] 6-12-79

N H

NARRATIVE REPORT

Lake Road - S.E. 82nd Dr. Sect.
International Way Signal Unit
Harmony Road
Clackamas County
Prefix: 203-1906
March, 1979

This multiphase signal project was submitted by Clackamas County as part of the Total Transportation System Management Program for the Gladstone-Milwaukie area.

This signal will alleviate congestion and improve safety of traffic entering Harmony Road from both Lake Road and International Way.

The proposed pole locations were selected, after consideration of anticipated future construction on Lake Road, by Region I Traffic Engineer. Additional right-of-way will not be required. Widening and/or overlay are not required. No unusual traffic control problems are foreseen.

It is suggested that the actual construction time specifications be worded in a manner that would require completion without delay once work at the site has started.

R R Cameron

R. R. CAMERON
Resident Engineer

pq

Lake Road - SE 82nd Drive Sec.
International Way Signal Unit
Harmony Road
Clackamas County
Prefix 203-1906

QUANTITY SUMMARY & COST ESTIMATE

Date: March 28, 1979

ec.	Item	Unit	Quantity	Unit Price	Amount	
661	5 Phase Traffic Signal	Each	1	Lump Sum	56,000	
	Engineering & Contengencies 20%				11,200	
	Total					67,200

No Street Work Required

Form F-363 (Revised)

OREGON STATE HIGHWAY DEPARTMENT

LOCATING ENGINEER'S STATEMENT

Submit 2 Copies With Estimate

Prefix 203-1906 Highway Harmony Road Section Lake Road - S.E. 82nd Ave

Unit: International Way Signal

Highway Class Co. Rd. Date March 28, 1979

Yes	No	N/A*	
			1. Are the following being submitted?
☒	☐	☐	a. Detail Map (Hard Copy).
☐	☐	☒	b. Small Scale Ownership Map.
☐	☐	☒	c. Abandonment Map.
☐	☒	☐	d. Vicinity Maps (PUC and Structures).
☐	☐	☒	e. RR Encroachment Maps and Cross Sections.
☐	☐	☒	f. Interchange Layout Sheets.
☐	☒	☐	g. Location Profile.
☒	☐	☐	h. Located Line Cross Sections.
☐	☐	☒	i. Mass Diagram.
☐	☐	☒	j. Earthwork and Other Calculations to Support Estimate.
☒	☐	☐	k. Field Notes.
☐	☐	☒	l. Coordinate Sheets.
☐	☐	☒	m. Clearing and Grubbing Chart.
☐	☒	☐	n. Report on Bench Mark Recoveries (Form E-369)
☐	☒	☐	(1) Description of Bench Mark (Form E-185).
☐	☒	☐	(2) Report on Condition of Bench Mark (Form E-186).
☐	☐	☒	o. Photostats of Deeds and Legal Instruments covering Ownerships.
☐	☐	☒	p. Copies of Maps, Plats and other necessary information for the preparation of R/W Descriptions.
☐	☐	☒	q. Property Appraisal and justifications for alternate facilities.
☐	☐	☒	r. Preliminary Soils and Material Report.
☐	☐	☒	s. Statement of Source of Materials and Stockpile Site (Form E-368).
☐	☐	☒	t. Sketch Map of all Proposed Stockpile Sites, Gravel Pits and Quarries, with supporting data for Descriptions.
☐	☐	☒	u. Estimate for Movement of Utilities.
☒	☐	☐	v. Quantity Summary.
☒	☐	☐	w. Cost Estimate.
☒	☐	☐	x. Narrative Report of Survey.
☐	☐	☒	2. Have all traverses that are required for the preparation of Metes and Bounds Descriptions been closed?
☐	☐	☒	3. Have all required temporary easements been designated as to area, type and duration?
☐	☐	☒	4. Have you taken into consideration the mechanics and properties of the various types of soil encountered?
☐	☐	☒	5. Have samples of the surfacing materials been submitted for test by the Salem laboratory?
☐	☐	☒	6. Have you investigated drift conditions (snow and sand)?
☐	☒	☐	7. Are there slide conditions apparent?
☐	☒	☐	8. Have you been over this project with a Soils representative?
☐	☒	☐	9. Have you been over this project with a R/W representative?
			10. Has a typical section of the following been platted on the location profile?
☐	☐	☒	a. Roadbed Grading, with Surfacing.
☐	☐	☒	b. Retaining Walls.
☐	☐	☒	c. Slope Benching.
☐	☐	☒	d. Hand Placed Slopes.
☐	☐	☒	e. Rip Rap Work.
☐	☐	☒	f. Irrigation Ditches.
☐	☐	☒	g. Special Drainage Ditches.
☐	☐	☒	h. Channel Changes.
☐	☐	☒	i. Flumes.
☐	☐	☒	j. Sidewalks, Curbs and Gutters.
☐	☐	☒	k. Tunnel (Drainage).
☐	☒	☐	11. Is relocation of a scale site necessary?
☐	☒	☐	12. Does this project involve construction of a frontage road?
☐	☒	☐	13. Will there be unusual difficulty in handling traffic during construction?
☒	☐	☐	14. Have all important alignment points been referenced?
☒	☐	☐	15. Have all location problems been discussed in the Narrative Report of Survey?

* Non Applicable

Signature ____________
Locating Engineer

Address 5821 N.E. Glisan St
Portland, Oregon 97213

9257

L, 1

December 4, 1979

AGR 4

City of Milwaukie
City Hall
Milwaukie, OR 97222

Attention: Dorothy Ferrell
City Recorder

MISC. CONTRACTS and
AGREEMENTS No. 7183

Gentlemen:

Attached for your files is a fully executed copy of an agreement concerning the International Way Section of S.E. Harmony Road in Milwaukie, Clackamas County.

We are sending a fully executed copy of this agreement to the Clackamas County Public Works Department and are retaining one for the Transportation Commission's files.

Sincerely,

C. W. Head
COMMISSION SERVICES

kkr
Attachment
bc: Don Harwell (agreement attached)

9257 2.

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL A[illegible]/OR AUTHORIZATION

11-30-79

FEDERAL AID PROJECT NO.: IX-9702(3)

STAT[illegible]JECT NO.: See below

COUNTY NAME: Clackamas

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

FROM: G. L. Green, Division Administrator

PROGRAM NO.:

ITEM NO.: 90283

TO:

Mr. H. S. Coulter
State Highway Engineer
Salem, Oregon

RECEIVED
STATE HWY ENGR
DEC 5 - '79
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

DATE PS & E APPROVED:

DATE AUTHORIZATION EFFECTIVE: 11-30-79

FEDERAL ROUTE NUMBER: FAU 9702

STATE ROUTE NUMBER: County Road

GENERAL LOCATION:

International Way & Price Fuller Rd. Intersections

copy #9391

GENERAL DESCRIPTION OF WORK:

Preliminary Engineering

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☒ PREPARATION including utility preparatory work
☐ OTHER (Specify)

☐ ACQUISITION OF RIGHT-OF-WAY
CONTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's letter of 9-6-79 you are authorized to proceed with the work as shown above at a TEC of $10,600 with Federal participation limited to $9,010.

(Advice No. 823-10-0-01 dated 11-30-79)

DATE: 11-30-79

SIGNATURE OF APPROVING OFFICIAL: G. K.

TITLE: for Division Administrator

RM PR-1240
V. 8-70)

EXISTING STOCKS OF FORM PR 1240 (REV. 6-68) WILL BE USED

★ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

9257

From Metro Jon Rose | 11/16/79

To [redacted]

[redacted] Traffic Region 1

Comments: Here are 4 copies of the subject agreement, signed by City and County officials and approved by the Metro Administrator. Please forward for final action.

Jon Rose

[redacted]

CITY OF MILWAUKI

November ~~13~~ 16, 1979

Department of Transportatio
Metropolitan Branch
5821 N.E. Glisan
Portland, Oregon 97213

[illegible] FILE T/A

Attn: Mr. Jon Rose
Federal Aid Specialist

Re: Harmony Road/International Way Signal
Preliminary Engineering Agreement

Dear Mr. Rose:

Attached are four copies of the subject agreement for contract number 7183 signed by the Mayor and the City Manager Pro-tem of the City of Milwaukie.

As per previous agreement, authorization was given by unanimous voice vote of the City Council at their regular meeting of Monday, 5 November 1979 in lieu of the ordinance as requested. In previous agreements, you had authorized this method of authorization of officials for signature.

As per previous correspondence, the City of Milwaukie is acutely interested in this project proceeding as soon as possible. The City has commitments from Omark Industries and this office would like to have an approximate time table for design and construction as soon as it is available.

Thank you for your assistance in this project.

Sincerely yours,

Steven M. Hall

Steven M. Hall, P.E.
Public Works Director

cc: Mr. Bernie Straight
Clackamas County

Enclosure: Agreement No. 7183 (four)

CITY HALL • 10722 S.E. MAIN STREET • MILWAUKIE, OREGON 97222 • TELEPHONE (503) 659-5171

SMH:js

MA PDM PDE TSE SPC
ODOT - METRO
SEP 18 1979
AM PPS FILE F/A

9257

DEPARTMENT OF ENVIRONMENTAL SERVICES
COUNTY OF CLACKAMAS
STATE OF OREGON

902 ABERNETHY ROAD
OREGON CITY, OREGON 97045
(503) 655-8521

JOHN C. McINTYRE
Director

WINSTON W. KURTH
Assistant Director
DON D. BROADSWORD
Operations Director
DAVID J. ABRAHAM
Utilities Director
DAVID R. SEIGNEUR
Planning Director
RICHARD L. DOPP
Development Services Administrator

September ~~14~~ 19, 1979

Mr. R.N. Bothman
Department of Transportation
Metropolitan Branch
5821 N.E. Glisan
Portland, Oregon 97213

copy #9391

ATTEN: Mr. Jon Rose

Reference is made to your September 13, 1979 telephone conversation with Dennis Everson and the matter of separating, by project, the proposed Price Fuller/International Way on Harmony Road agreement. Enclosed please find the two draft agreements, number one being the State, County agreement for improvement of Price Fuller, and number two, a State, City and County agreement for signalization at International Way and Harmony Road.

Please review the two draft agreements and, if satisfactory, return the required number of copies for signatures.

Bernard L. Straight
BERNARD L. STRAIGHT, Traffic Engi
Operations Division

/kj

Encls.

From Metro Jon Rose
Date 9/19/79
To Buz Swan
[✓ Program Mgmt.] Traffic Region 1
Comments: Clackamas County has broken down the subject project into two separate projects for funding purpose and re-written the agreement to reflect that separation. Please review and if these two are ok, I will advise the County to execute 3 copies each and return them to me.

Jon Rose

9257 L.

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
Room 306, State Library Building
Salem, Oregon 97310, Phone: 378-3732
Toll Free Number - 1-800-452-7813

STATE A-95 REVIEW CONCLUSIONS

noted ↓ H. S. COULTER

APPLICANT: OR DOT HWY DIV

PROJECT TITLE: International Way & Price Fuller Rd CLACK.

DATE: September 13, 1979

copy #9391

The state has reviewed your project and reached the following conclusions:

RECEIVED
STATE HWY ENG
SEP 14'79
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File
						✓

☒ No significant conflict with the plans, policies or programs of state government have been identified and your proposal is endorsed as presented.

☐ Relevant comments of state agencies are attached and should be considered in the final design of your proposal.

☐ Potential conflicts with the plans and programs of the state agency(s) have been satisfactorily resolved. No significant issues remain.

☐ Significant conflicts with the plans, policies or programs of state government have been identified and remain unresolved. The final proposal has been reviewed and the final comments and recommendations of the state are attached.

cc: G. L. Green
H. S. Coulter ✓
F. E. Terpin
J. B. Boyd
J. H. Versteeg
Gary Potter
W. J. Hart
Aeronautics Division
B. L. Gifford
D. E. Swan
Reg. 1: E. L. Hardt
Dis. 2: W. W. Geibel
R. N. Bothman

NOTICE TO FEDERAL AGENCY

The following is the officially assigned State Identifier Number:

7908 2 540

This number should be used on all correspondence and particularly on SF 240 as required by OMB A-98.

N GIFFORD
8-10-79

A copy of this notification and attachments, if any, must accompany your application to the federal agency as required by OMB A-95. Comments of the appropriate local reviewing agencies will be submitted to you separately and must also be included.

9257

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

September 6, 1979

In Reply Refer to
File No.:

TO: G. L. Green, Division Administrator
Federal Highway Administration

FROM: D. E. Swan Original Signed By D. E. Swan
Operation Programming Engineer

SUBJECT: Project Data Submission
Item No. 90283
Project No. IX-9702(3)
International Way & Price Fuller Rd. Intersections
Harmony Road
Clackamas County

copy
#9391

Attached is support data consisting of PR-1 forms, project maps, and signal warrants for the subject project.

We request the following:

1) Financing for the project utilizing Interstate Substitution General funds. Approval of this request will involve an estimated total cost of $10,600 with obligation of Federal funds of $9,010.

2) Authorization to proceed with all phases of Preliminary Engineering including utility preparatory work in accordance with the Oregon Action Plan, Federal Regulations & Statutes.

These requests are based on August 9 letter to you from Mr. F. B. Klaboe, Director of the Department of Transportation.

A copy of the State Clearinghouse A-95 review letter of approval will be forwarded upon receipt.

JLG:fkc
Attachments
cc: R. N. Bothman, Metro
Max Klotz, Metro
Jon Rose, Metro
Ed Hardt, Region 1
Gary Zehner, w/att.

H
✓

Form 734-3122

Budget Bureau No. 41-R2067; Ap
U.S. DE

MONTHLY TRANSACTION NO.

FORM PR-1 (REV. 4-61)

FEDERAL-AID PROGRAM DATA
(PPM 21-1)

DATE SUBMITTED TO W.O. 9-6-79

CARD	REPORT NUMBER	PROJECT LOCATION (45 typewriter spaces)		PRESENT	FUTURE	YEAR	REGION	STATE NAME
2	(19) (20)	21 Co. Rd, Int. of International Way/Price Fuller Rd. 65	ADT		--- (66) (70)	--- (71) (72)	10	Oregon

CARD	CHARACTER OF PROPOSED WORK (35 typewriter spaces)	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	PROJECT NUMBER NUMBER
3	28 Preliminary Engineering 62	(63) (65)	(66) (68)	(69)	(70)	(71)	(72) (73)	(74) (75)	14 IX- 23	7 9702

CARD

CLASS OF FEDERAL FUNDS: Interstate Substitutions General Funded

NAME OF URBAN AREA 17-31: Portland

COUNTY NAME: Clackamas

CODE: 005

ROUTE NO.: U | FEDERAL-AID: 9702 | (32) STATE: Co. Rd* | (36) (37) U.S.: ---

ESTIMATED PROJECT COST BY PHASES

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	CLASS	WORK TYPE	WORK STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS 85%	STATE FUNDS	OTHER FUNDS County
1	(14-15)	(16	41	42	43 46	53		(54) (58)	(59) (66)	(67) (76)		
5					**PE** TOPICS			0.0	10,600	9,010	- - -	1,590
5					**ROW**				(500)			
5					**CONST** (CODE)		"International Way & Price Fuller Road Intersections"		(233,600)			

CARD	CODE	PREPARED BY		PROJECT TOTALS					
1	1		JLG		0.0	10,600	9,010	- - -	1,590
1	14	PROGRAM APPROVAL DATES	10-18-78			(16) (23)	(24) (33)	REMARKS	

*SE Harmony Road

Additional Data: Item No
Project No. M-9702(2)

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FORM PR-1
(REV. 4-61)

FEDERAL - AID PROGRAM DATA

(PPM 21-1)

9-6-79

CATION (45 typewriter spaces) Int. of International Way/Price Fuller Rd.	ADT	PRESENT	FUTURE ---	YEAR ---	REGION 10	STATE NAME Oregon	STATE CODE 41	APPN CODE 823
ITEM NO.	90283							

5 typewriter ring	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	

PROJECT NUMBER

PREFIX LETTER(S)	NUMBER	SEQ. NO.	I. Projects Only: POST MI.	DESIG.
IX-	9702	(3)		

terstate Substitutions General Funded

Portland

COUNTY NAME	CODE
Clackamas	005

ROUTE NO.	FEDERAL-AID	STATE	U.S.
U	9702	Co. Rd*	---

PROGRAM STAGE ☐ 1 OR ☐ 2

ESTIMATED PROJECT COST BY PHASES

STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS 85%	STATE FUNDS	OTHER FUNDS County	CHARACTER OF PROPOSED WORK (Full description)
		0.0	10,600	9,010	- - -	1,590	Util. prep. work as required
			(500)				
	"International Way & Price Fuller Road Intersections"		(233,600)				ROW-60' normal; Access Control - none; Parking Restrictions-none
JLG	PROJECT TOTALS	0.0	10,600	9,010	- - -	1,590	

DATES 10-18-78

*SE Harmony Road

REMARKS

Additional Data: Item No. 80186;
Project No. M-9702(2)

- over-

USCOMM DUSCOMM-DC 48905-P61

International Way & Price Fuller Road Intersections
Project No. IX-9702(3)

Existing Facility:

1) Fourway intersection with stop condition on International Way.
2) 'T' intersection with stop condition on Price Fuller Rd.

Adjacent Sections: 2 lanebit. surf. roadways

Project Data: The work consists of all phases of preliminary engineering including utility preparatory work for future traffic signal installation and channelization at both International Way and Price Fuller Rd. intersections with Harmony Rd.

Right-of-Way: Additional required

System Action, Water Developments, Airports, Railroads, Historical and Recreational Areas: None involved

FHPM 7-7-2 Requirements: Nonmajor action project concurred in by FHWA on August 31, 1979.

FHPM 4-1-4 Requirements:
a) State Clearinghouse - - -A-95 review conclusions dated ____________.
b) Dist. 2 Clearinghouse - - Satisfied by inclussion in CRAG(MSD) TIP.

Note:

a) This project is in Congressional District No. 3
b) Included in CRAG (MSD) FY '79 TIP/AE on page 134 item 316.

FHPM 7-7-5 Requirements:

a) Public Hearings --- None required under Oregon Action Plan
b) LOC/DES Approval --- Not a factor in the development of this project.

9257

September 4, 1979

The Honorable Victor Atiyeh
Governor of Oregon
254 State Capitol
Salem, OR 97310

Dear Governor Atiyeh:

Substitute Transportation Projects Using Withdrawn Interstate Funds

copy
#9391

Your letter of February 2 requested I keep you informed as to the projects considered to use withdrawn Interstate Funds.

The projects in the Portland and Salem urbanized areas submitted to the Federal Highway Administration during the month of August are the following:

Project	Work	Funds		
		Federal	State	Local
A) Portland				
1) International Way & Price Fuller Road Intersections	PE, ROW, Const.	$ 207,995	---	$ 36,705
2) Gladstone CBD Park & Ride Lot	PE, Const.	8,500	---	1,500
3) Hawthorne Br.-Interstate 205	PE	17,000	---	3,000
B) Salem				
1) 12th St.-24th St. (Mission St.)	PE, ROW, Const.	$16,613,000	---	$2,932,000
2) 23rd St.-Lancaster Dr. (State St.)	PE, ROW, Const.	3,481,600	---	614,400

The criteria used to select these projects is the Region's transportation planning process which embodies a continuing cooperative, comprehensive approach. The projects are included in the Region's Transportation Improvement Program.

Sincerely,

F. B. Klaboe
Director

JLG:dmc
bc: H. S. Coulter
L. W. Rulien
D. H. Moehring
R. N. Bothman
E. S. Hunter
C. O. Fredrickson

9257

L.

(#2)

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

August 10, 1979

In Reply Refer to
File No.:

NOTES
H. S. COULTER

TO Executive Department
Federal Aid Coordination Unit

FROM D. E. Swan
Operation Programming Engineer

SUBJECT Notice of Intent for Federal Aid Funds
State Admin. Dist. No. 2
Section: International Way & Price Fuller Rd.
Highway: S.E. Harmony Rd., FAU-9702
County: Clackamas

copy
#9391

In accordance with Executive Memorandum 02-270-20, attached are copies of the Notices of Intent for the subject project.

Early programming of this project for advance planning in anticipation of future construction is necessary; therefore, your prompt attention to this proposal will be appreciated.

Allowing time for your review, we estimate the date of filing for federal aid funds on this project to be September 10, 1979.

BLG:dmc
Attachments
cc: G. L. Green, FHWA
H. S. Coulter ✓
F. E. Terpin
J. B. Boyd (2)
J. H. Versteeg
Gary Potter
W. J. Hart
Reg. 1 Engr: E. L. Hardt
Dis. 2 Engr: W. W. Geibel
Aeronautics Division
David Powers, Parks
B. L. Gifford
R. N. Bothman, Metro

RECEIVED
STATE HWY ENGR
AUG 15 '79
REFER TO
FOR

Info	Invest	R/D	D/R	Sign	Act	File
						✓

Form [illegible]

OREGON STATE HIGHWAY DIVISION
PROJECT ASSESSMENT

IX-9702(-)

PART 1. GENERAL INFORMATION

A. Project Identification:

Date August 3, 1979
Section International Way/Price Fuller Rd
Unit (if appl) ____
County Clackamas
City ____
Highway SE Harmony Rd. (FAU 9702)
State Hwy. No. ____
Termini: M.P.(if appl) ____
Length ____
Region I - Metro
Construction Estimate ____ Program Amount

B. Purpose of Project:

To improve transportation safety and vehicle flow conditions by upgrading the the existing roadway approaches and providing a multi-phase signal. Pedestrian crossings and transit bus loading will be improved by the proposed sidewalks and pedestrian crossing signals incorporated into the intersection improvement.

C. Origin & History of Project:

Harmony Road and Lake Road are intersecting county arterial roadways. A mile east of this intersection, Harmony Rd. intersects the south terminus of Price Fuller Rd. which is a county collector. The need for safety improvement is recognized to meet traffic demand and reduce the potential of pedestrian and vehicle conflict. This project is submitted as part of the total Transportation System Management Program within the Gladstone-Milwaukie Subarea.

D. General Description of Project:

Widen and upgrade the existing roadway approaches with curb and sidewalks. Install a multi-phase, fully actuated signal with pedestrian sequence and provide local drainage at the Price Fuller Road intersection. Installation of a multi-phase, fully actuated, traffic signal with pedestrian sequence at the Lake Road intersection.

Alignment: New ____ Existing x Combined ____

Typical Section: Existing: No. Lanes 2 ; Med. None; Shldrs. None ; Parking ____
Proposed: No. Lanes 2 ; Med. None; Shldrs. None ; Parking Restricted

Traffic: Existing Facility: Existing ADT 7, 175 6/77 Price Fuller Road; Projected ADT ____; Yr. ____
10,847 7/77 Int'l Way,
Existing Level of Service ____

Proposed Facility: Projected ADT ____; Yr. ____
Projected Level of Service ____

Right of Way: Additional anticipated Yes ; if yes, give approx. No. Parcels 2
Yes, No

~~Acres~~ 50sq.ft.; Type of Relocation Req.________________; No.________

Materials Source, Borrow, Waste Disposal Requirements, if any:

All materials are available through commercial sources. Waste Disposal will be at sites approved by Clackamas County

Type of Structure(s): N/A

Brief Description of River or Stream and Type of Involvement, if any: N/A

Local City, County or COG priorities of project:

This project is set at a high priority in the T.S.M. Improvements.

FHWA and/or OSHD approvals given, if any:

Location or Design Alternatives (identify and describe):

No build option.

Other Descriptive Information or Comments:

Nearby schools generate a considerable amount of pedestrian and vehicle traffic. This proposed signalization will reduce the potential for pedestrian-vehicle conflict.

(Attach project sketch map.)

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

NOTIFICATION OF INTENT TO APPLY FOR FEDERAL AID

For Internal Use Only	1-8] PNRS #		Page One [79
02	12] APPLICANT [45 Department of Transportation	46] DIVISION Highway	[79
03	12] APPLICANT ADDRESS STREET [45 O'DOT Building	46] CITY [60 Salem	76] ZIP [80 97310
04	12] CONTACT PERSON [45 D. H. Moehring	46] AREA CODE [48 503	49] PHONE [55 378 — 56] EXTENSION [59 6563
01	12] PROJECT TITLE [71 International Way and Price Fuller Rd.		
11	12] PROJECT LOCATION—CITY S.E. Harmony Rd. FAU - 9702	PROJECT LOCATION—COUNTY Clackamas	PROJECT LOCATION SEC: T: R:

SUMMARY PROJECT DESCRIPTION (ATTACH SUPPORTING DOCUMENTS AS NECESSARY—SEE INSTRUCTIONS ON BACK)

05 12] To improve transportation safety and vehicle flow conditions by upgrading the existing roadway approaches and providing a multi-phase signal. Pedestrian [71

06 12] crossings and transit bus loading will be improved by the proposed sidewalks [71

07 12] and pedestrian crossing signals incorporated into the intersection improvement. [71

08 12] [71

09 12] [71

10 12]

	AMOUNT REQUESTED—FEDERAL FUNDS		NON-FEDERAL MATCHING FUNDS		OTHER	TOTAL
12	12] (A) Grant [19	20] (B) Other [27	28] (C) State [35	36] (D) Local [43	44] (E) FUNDS [51	52] (F) FUNDS [60
	198,900			35,100		234,000

13	12] TYPE OF OTHER FEDERAL FUNDS (See 12B) [45	46] TYPE OF OTHER NON-FEDERAL FUNDS (See 12E) [79
14	12] FEDERAL PROGRAM TITLE [79 Title 23 USC Highways	
15	12] FEDERAL AGENCY NAME [45 U. S. Department of Transportation	46] FEDERAL SUB-AGENCY NAME [79 FHWA

17 **(A) TYPE OF APPLICANT:** (Check (X) the single most applicable box)

STATE ☒ 12 INTER-STATE ☐ 13 COUNTY ☐ 14 CITY ☐ 15 SCHOOL DISTRICT ☐ 16 SPECIAL DISTRICT ☐ 17 COMMUNITY ACTION ☐ 18 SPONSORED ORGANIZATION ☐ 19 OTHER ☐ 20

(B) TYPE OF ACTION: (Check (X) as many boxes as apply to this action)

NEW GRANT ☒ 21 CONT. GRANT ☐ 22 SUPPL'T GRANT ☐ 23 INCREASE DURATION ☐ 24 DECREASE DURATION ☐ 25 CANCELLATION ☐ 26 INCREASE DOLLARS ☐ 27 DECREASE DOLLARS ☐ 28

(C) HAS DISTRICT CLEARINGHOUSE BEEN NOTIFIED? Yes ☐ 29 No ☒ 30 Date: TIP

(D) REVIEW REQUIRED by A-95: Yes ☒ 31 No ☐ 32

(E) ENVIRONMENTAL IMPACT: Yes ☐ 33 No ☒ 34

(F) HOUSING RELOCATION REQUIRED: Yes ☐ 35 No ☒ 36

(G) ESTIMATED APPLICATION FILING DATE: 41] MONTH [42 Sept. 43] DAY [44 10 45] YEAR [46 1979

Form PNRS-1 Page 1

ADDITIONAL INFORMATION—ALL APPLICANTS

I. A. Is the project consistent with the city or county comprehensive plan, zoning and subdivision ordinance? No ☐ Yes ☒

I. B. Is the proposal consistent with statewide land use goals? No ☐ Yes ☒

I. C. Is the proposal consistent with state and regional plans? No ☐ Yes ☒

II. Will the project have an impact on a neighboring jurisdiction? No ☒ Yes ☐

If so, is the project consistent with the comprehensive plan for that jurisdiction? No ☐ Yes ☐

III. Explain deviations if any, from pertinent plans.

IV. Federal Catalog number (or Public Law no. and title) 20.205 Highway Planning & Construction

V. Has funding agency been notified? No ☐ Yes ☒ Date: August 10, 1979

VI. If project includes state funds (12C), identify agency

STATE AGENCIES ONLY

VIII. (a) IS PROGRAM BUDGETED ☐ NON-BUDGETED ☐

(b) STATE SHARE

GENERAL FUND CASH	OTHER FUND CASH	IN KIND
$	$	$

(c) FUNDING METHOD

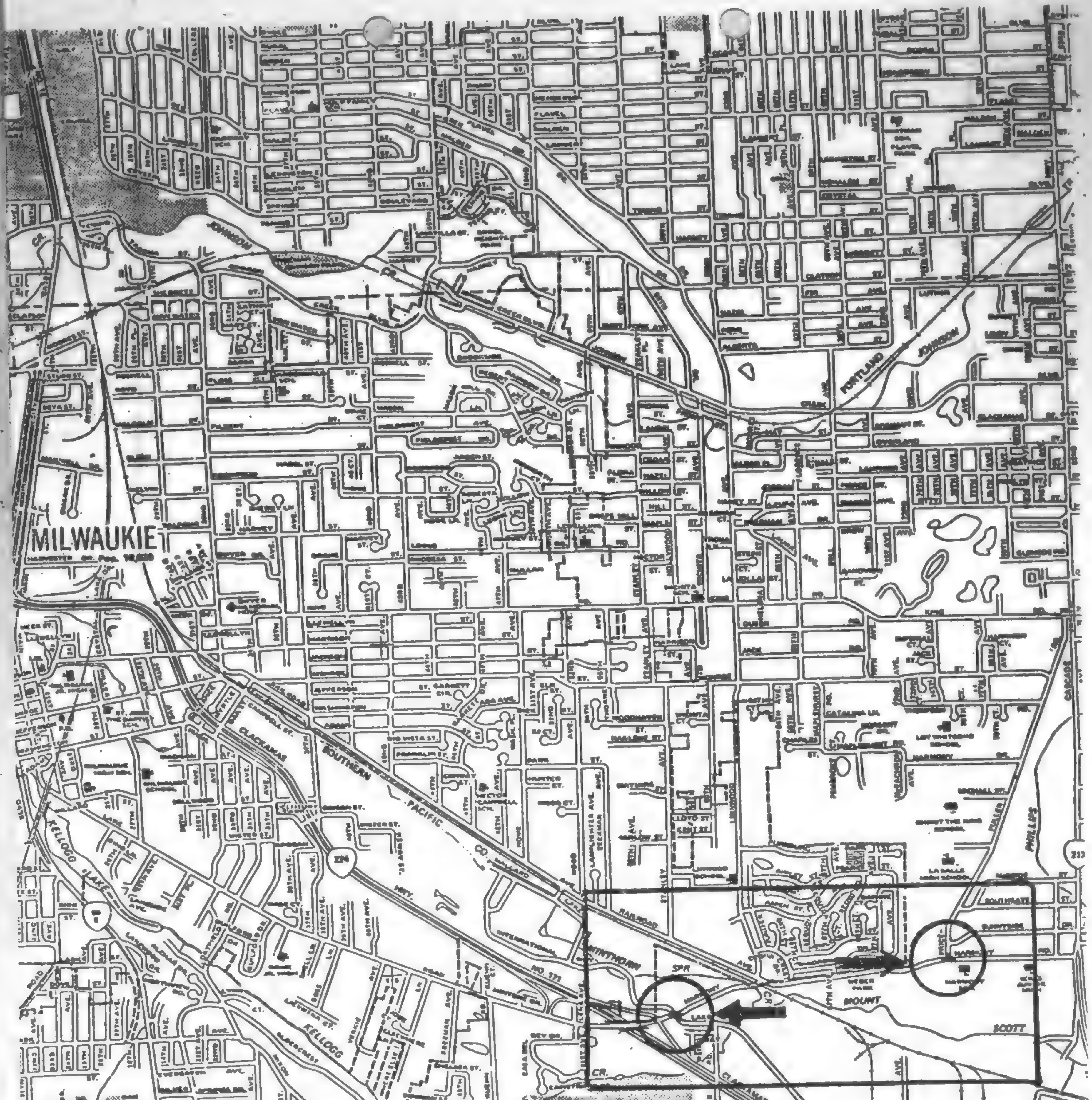
	FEDERAL SHARE		STATE SHARE		TOTAL	
First Year	%	$	%	$	%	$
Second Year	%	$	%	$	%	$
Third Year	%	$	%	$	%	$

(d) WILL PROGRAM REQUIRE HIRING OF NEW STATE EMPLOYEES? No ☐ Yes ☐ Number

(e) Will accounting for this grant be administered by the Executive Dept. Accounting Division? Yes ☐ No ☐

PLEASE ATTACH ANY ADDITIONAL NARRATIVE OR REMARKS

This is a Category 3 Project of Non-Major environmental impact under Oregon's Action Plan.


MILWAUKIE
JOHNSON CR.
PORTLAND
SOUTHERN PACIFIC CO. RAILROAD
CLACKAMAS
KELLOGG
LAKE
224
NO. 171
SPR
MT. SCOTT CR.
MOUNT
SCOTT
HARMONY
PHILLIPS
CASCADE
213
OAK GROVE
CLACKAMAS HIGH SCHOOL
NORTH CLACKAMAS COUNTY PARK

PART II. ENVIRONMENTAL ASSESSMENT

A. Brief Environmental Setting of Project Area:

1. Natural: The terrain at the Price Fuller Rd. Intersection is near level with a slight sloping to the south. The land use is residential. Lawn grasses and landscape shrubbery adjoin the right-of-way with nearby trees. The topography of the Lake Rd.-Harmony Rd. intersection has been altered by placement of embankment materials during construction of OSH 224. The high fill slopes are covered with native grasses and brushy growth. The area is generally in commercial use with single family residences to the east. Lawns and landscaping also adjoin the right-of-way.

2. Cultural: Harmony Rd. and Price Fuller Rd. are County maintained roadways. A grade school and junior high school exist immediately southeast of the project intersection. At the northwest corner of the intersection a converted school building is used as a storage facility for the North Clackamas School District. Harmony Rd. and Lake Rd. are county maintained roadways while International Way is under City of Milwaukie maintenance. The construction of Lake Rd. Interchange on OSH 224 rebuilt the project intersection. At both intersections, utilities have been installed above and below ground to serve the area. Drainage is provided by open ditches and segments of drain tile.

UTILITIES:
Electric - Portland General Electric
Gas - Northwest Natural Gas
Telephone-Pacific Northwest Bell
Water - Clackamas Water District
Sewer - Clackamas County Service District No. 1

B. Preliminary Assessment of Environmental Impacts:

1. Consequences and Significance of Right-of-Way Acquisition:

Additional Right-of-way is required for the sidewalk construction behind the curb radius. at Price Fuller Rd. and Harmony Rd. project. No significant impact is expected to result from right-of-way acquisition

2. Estimated Impact on Traffic Patterns:

Traffic patterns will not be changed. Traffic flow and safety characteristics will be improved.

Consequences--Air Quality, Noise, Safety, etc.:

No significant effects anticipated other than improved safety conditions.

3. Estimated Impact on Land Use:

The Clackamas County Comprehensive Plan will have the governing effects on land use.

Consequences:

None anticipated

4. Expected Impact on Natural Ecological Resources:

None anticipated

Consequences:

5. Expected Impact on Cultural and Scenic Resources:

None anticipated

Consequences:

6. Preliminary Identification of Areas of Critical Concern:

No specific areas identified.

7. Potential for Controversial Issues:

None anticipated

8. Potential for Consistency of Proposal With:

a. Clean Air Implementation Plans

No significant change in air quality. The project is not an Indirect Source.

b. Noise Standards

No significant change. A noise study report may be required.

c. Water Quality Standards

No significant change

d. Area Land Use and Transportation Plans, and Zoning

In compliance with the Clackamas County Comprehensive Plan.

C. Recommended Type of Action and Documentation:

-------------MAJOR ACTION-----------------		----NON-MAJOR ACTION-----
SIGNIFICANT:	NON-SIGNIFICANT:	
____ D & FEIS	____ D & F Neg.Dec.	X ASSESSMENT ONLY
____ Section 4(f)	____ Section 4(f)	____ STATEWIDE ASSESSMENT

Basis for Type of Action and Documentation:

No significant adverse impacts to the environment would result from this project.

D. Recommended Project Category: ____ 1 ____ 2 X 3 ____ 4

9257

2

August 9, 1979

Mr. G. L. Green
Division Administrator
Federal Highway Administration
The Equitable Center, Suite 100
530 Center Street, NE.
Salem, Oregon 97301

Dear Mr. Green:

Interstate Transfer Funded Projects
Portland Urbanized Area

copy
#9391

Under authority granted to me on February 2, 1979 by Governor Atiyeh, I request your approval to use Interstate Transfer Funds for a highway project in the Portland Urbanized Area. Funds for this project are available from the withdrawal of the Mt. Hood Freeway from the Interstate Highway System under Section 103(e)(4) of Title 23, U.S.C.

I concur that this project is a regional priority and has been developed in conformance with the Region's continuing, cooperative, comprehensive transportation planning process.

Funding will be as follows:

		Funds	
Project	Work	Federal	Local
International Way & Price Fuller Road Intersections	PE, ROW, Const.	$207,995	$36,705

I have directed the Project Management Branch of the Highway Division to process this request with your office to obligate the Federal Transfer funds as they are authorized by the Metropolitan Service District.

Sincerely,

F. B. Klaboe
Director

cc Metropolitan Service District
bc H. S. Coulter
D. H. Moehring
Bob Bothman
GLG:dmc fn

9257

STATE OF OREGON **INTEROFFICE MEMO**

METRO TECHNICAL SERVICES 238-8386
DEPT. TELEPHONE

TO: D.E. SWAN
Federal Aid Manager

DATE: August 6, 1979

FROM: EARL MERSHON Earl Mershon
Metro Tech. Svs. Staff Assistant

SUBJECT: International Way/Price Fuller Road Intersections
SE Harmony Road
Clackamas County
Planning File 79-31

copy #9391

On June 29, 1979 we submitted our programming packet for the subject project. At that time the proposed signal at the Price Fuller Road intersection did not meet signal warrants.

Clackamas County has recently submitted additional information regarding existing traffic and expected traffic growth at the Price Fuller Road intersection. Based on that additional information, the Metro Traffic Unit now recommends approval of the request for a traffic signal at Price Fuller Road.

Attached is Tom Schwab's recommendation of the Price Fuller Road signal along with a traffic signal warrant comparison and supporting data. The funding ($244,700) authorized by Larry Rulien on July 25, 1979 was based on the assumption that Clackamas County would be able to establish a warrant for the signal. Therefore, the project funding does not need to be revised.

The environmental assessment as originally submitted covers the installation of the Price Fuller Road signal.

Please enter this revised traffic information into the programming packet for the International Way/Price Fuller Road Intersection project and forward to the appropriate parties.

js

attachments

cc: M.J. Klotz
T.H. Schwab
J.R. Rose
R.R. Cameron

D.E. SWAN

L.E. GEORGE

Done 8-13-79

PROJECT MANAGEMENT BRANCH
SHE ☐ STE ☐
PLE ☐ RE ☐ [✓ PRE ☐]
AUG 8 1979
REFERRED TO ____________
FOR ____________
FILE: PM FA LG.

TRAFFIC SIGNAL WARRANTS

Harmony Rd. @ Price Fuller Rd.

Clackamas County

We have reviewed additional information supplied by Clackamas County on the subject project. Speed data collected by Clackamas County on Harmony Road at Price Fuller shows the 85% speed at 41 + m.p.h. The posted speed is 40 m.p.h.

A report prepared by Carl Buttke in 1974 for the Clackamas Town Center shows the site-generated traffic on Harmony Road to be 1900 vpd each way in 1980 (the opening is scheduled for fall of 1980). A copy is attached. This increased traffic on Harmony Road appears reasonable from review of the report.

Attached are the traffic signal warrant sheets for the subject intersection. Both Minimum Vehicular Volume and Interruption of Continuous Traffic warrants are met.

It is recommended that the request for a traffic signal at Harmony Road and Price-Fuller Road be approved.

TOM SCHWAB
Trans. Analysis Engineer
August 2, 1979

pq

DEPARTMENT OF TRANSPORTATION
OREGON STATE HIGHWAY DIVISION
Traffic Engineering Section
Price-Fuller Rd. & Harmony Rd.
Clackamas County

TRAFFIC SIGNAL WARRANT COMPARISON*

August 2, 1979

***Hourly Volumes on Major Street - Any 8 Hrs. (Total of both approaches)	786	765	765	740	702	573	572	529
****Hourly Minor Street Volumes - Same 8 Hrs. (Highest hourly volumes from either approach)	131	153	120	126	148	143	158	112
Hourly Pedestrian Volumes Across Major Street - Same 8 Hrs. (Highest volume crosswalk)	2	0	1	2	4	1	4	0

	Minimum Volume Warrant**		Number of Hours Warrant is Met (8 required)
① Minimum Vehicular Volume:			
Major Street	350		8
Minor Street	105		8
② Interruption of Continuous Traffic:			
Major Street	525		8
Minor Street	53		8
3. Minimum Pedestrian Volume:			
Vehicular Volume (Major Street)	420		8
Pedestrian Volume	105		0
4. Accident Experience:			
Preventable Accidents (last 12 months)		2	
Minimum Warrant		5	
5. Systems Warrant:			
Entering Volume (Weekday peak hour)		N.A.	
Minimum Warrant		800	

Date of Traffic Count MAY 11, 1978

---

* The hourly warrants are those prescribed in the National Manual on Uniform Traffic Control Devices for Streets and Highways, 1971 edition.

** ___ standard warrants used.
X 70% of standard warrants used due to 85 percentile speed in excess of 40 MPH or isolated community with population less than 10,000.

*** +150/HR. DUE TO CLACKAMAS TOWN CTR.

**** +15/HR. " " " " "

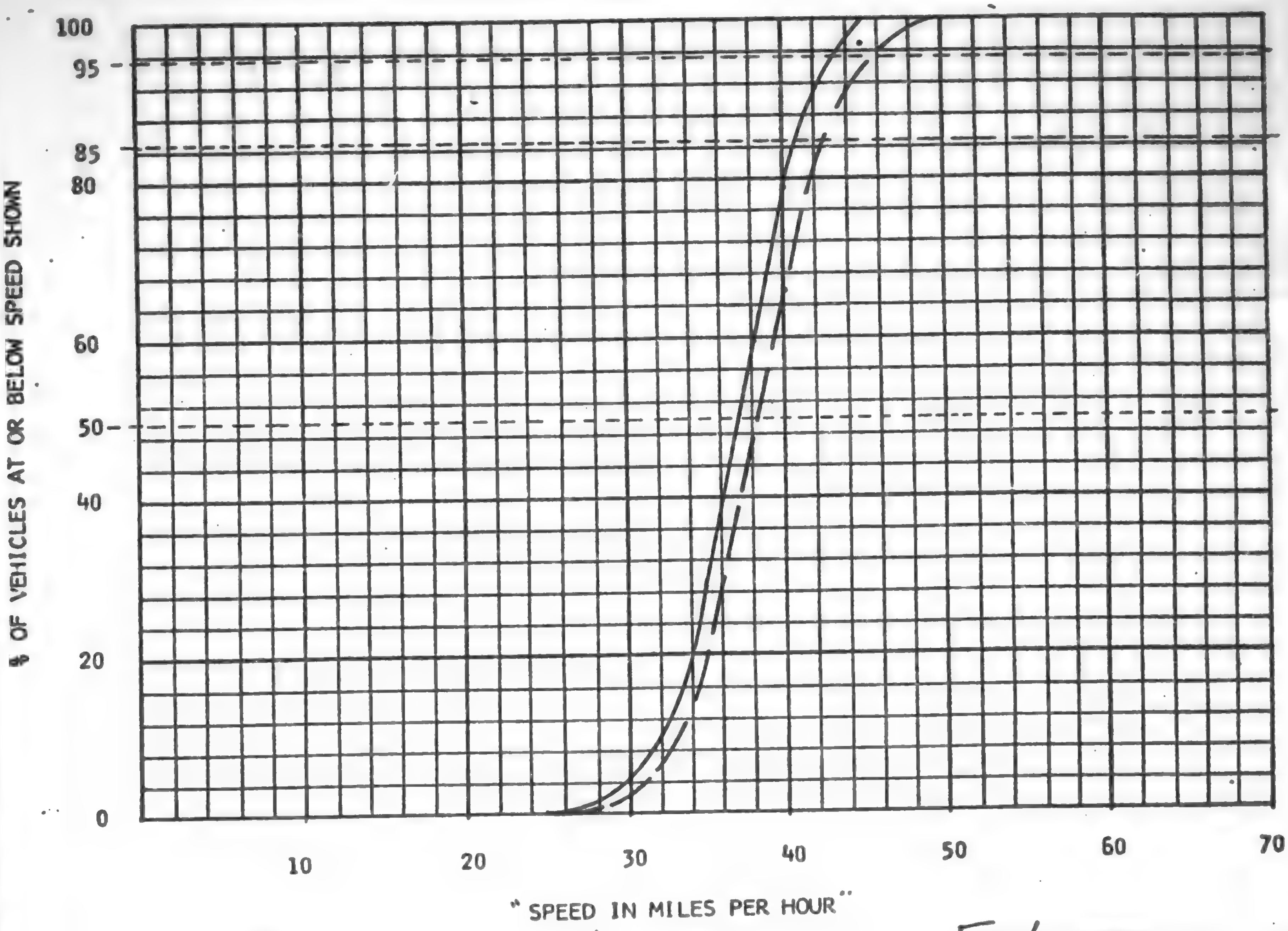
CLACKAMAS COUNTY DEPARTMENT OF PUBLIC WORKS
TRAFFIC ENGINEERING DIVISION

MOTOR VEHICLE SPOT SPEED

CUMULATIVE SPEED DISTRIBUTION

LOCATION: Harmony Rd.
N.E.S.W. OF: @ Price Fuller Rd.
BY: Jean Shaw
DIRECTION OF TRAVEL: E/B & W/B

DATE: 7-13-79
TIME: 3:15 pm TO: 3:50 pm
WEATHER: Clear & Warm
SURFACE CONDITION: dry



ITEM	West BOUND	East BOUND
Number in Sample	81	94
85% Speed	41	43
Pace Limits		
% in Pace		
Max. Speed		

[illegible]

MOTOR VEHICLE SPOT SPEED

RADAR METHOD

LOCATION: HARMONY

DATE: 7-13-79 FRIDAY

N. E. S. W. OF: @ PRICE FULLER

TIME: 3 [illegible] TO: 3 [illegible]

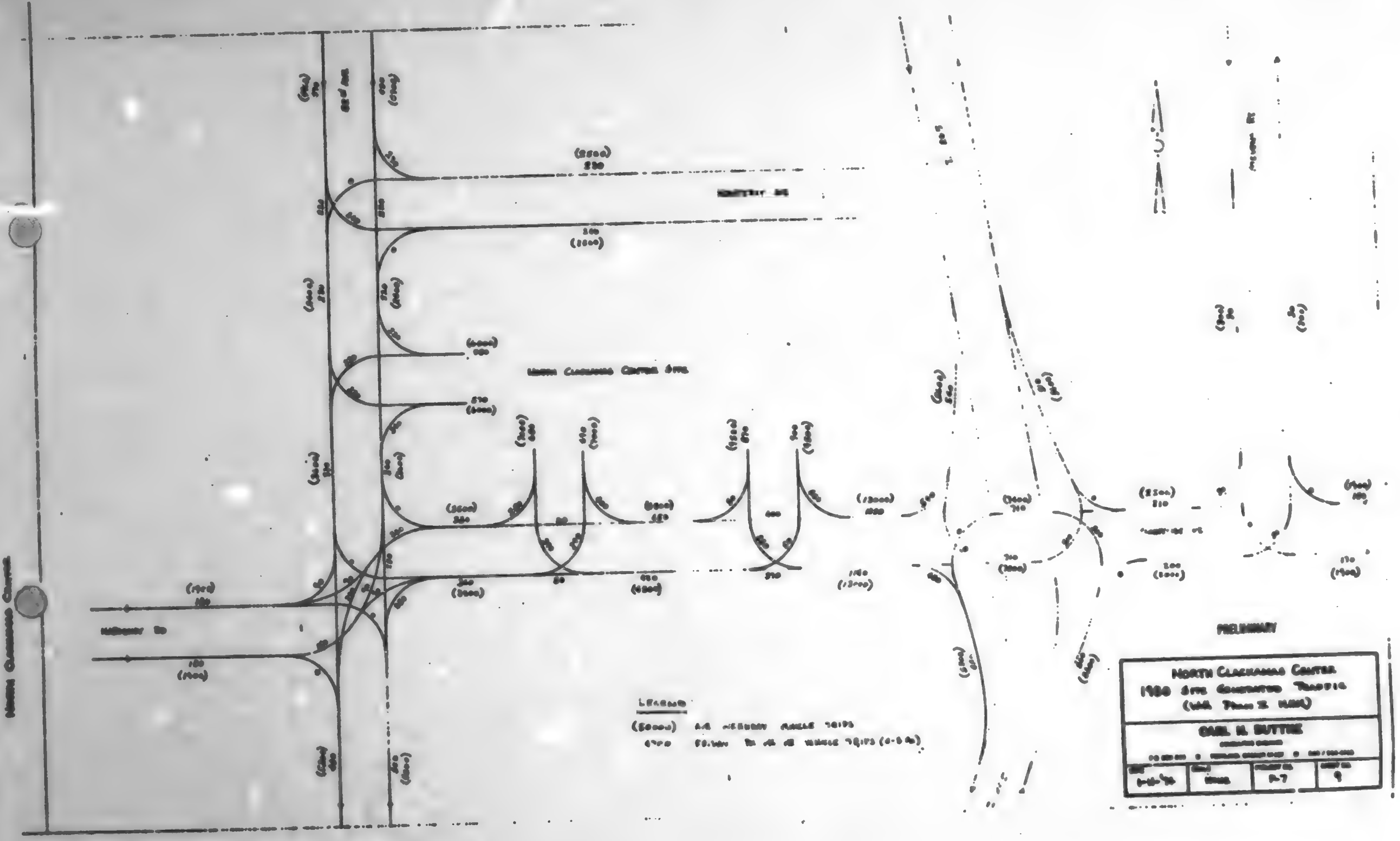
BY:

WEATHER:

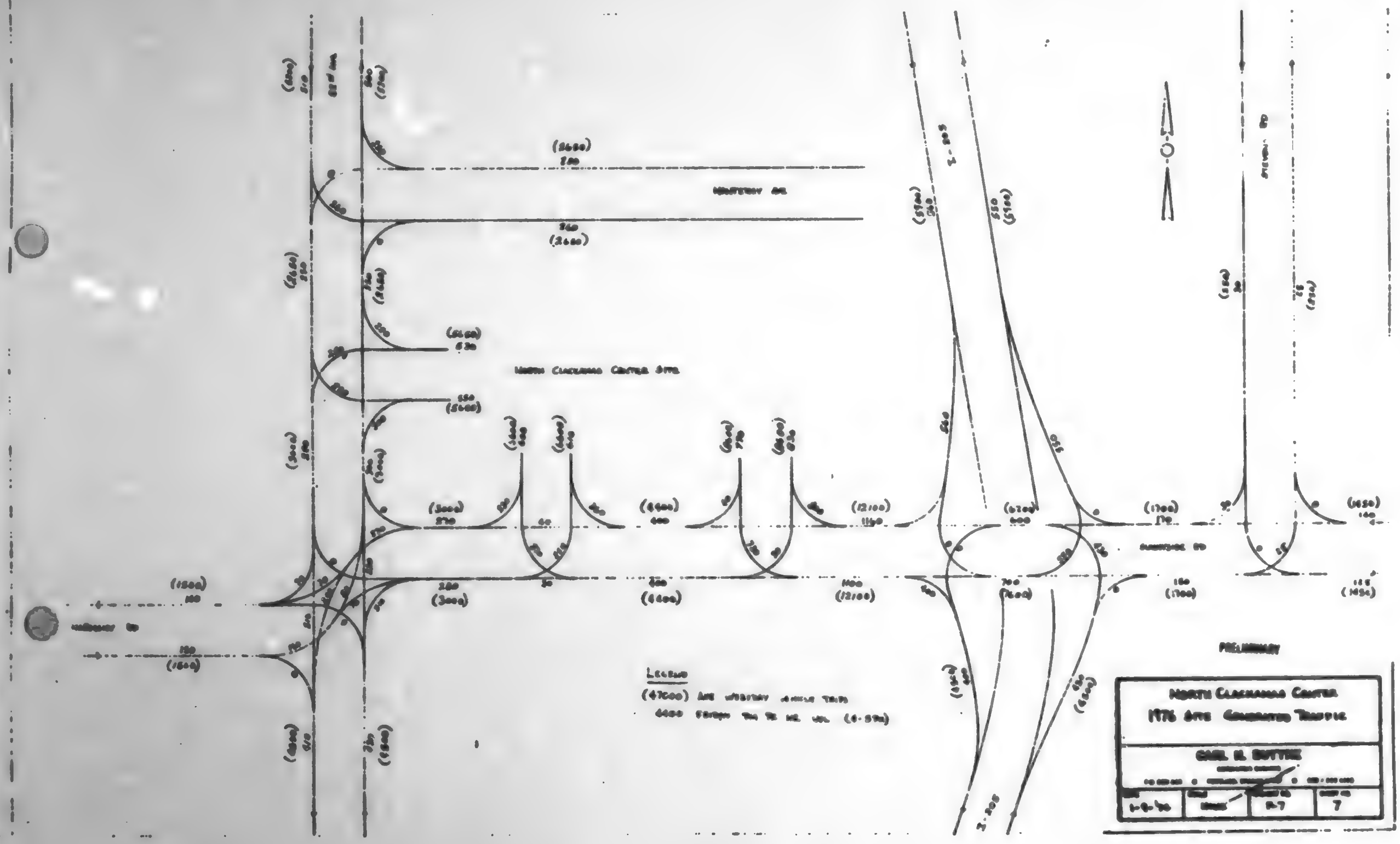
DIRECTION OF TRAVEL:

SURFACE CONDITION:

SPEED	NUMBER OF OBSERVATIONS						TOTAL
	PASSENGER CARS		TRUCKS		BUSES		
	E	W	E	W	E	W	
61 +							
56-60							
51-55	|						
46-50	|||						
41-45	𝍸 |||| 𝍸 𝍸 𝍸 ||||	𝍸 𝍸 𝍸 ||					
36-40	𝍸 || 𝍸 𝍸 𝍸 𝍸 𝍸 𝍸 𝍸	𝍸 𝍸 𝍸 𝍸 𝍸 𝍸 𝍸 𝍸		|			
31-35	𝍸 𝍸 𝍸 ||	𝍸 𝍸 𝍸 ||||	|	||			
26-30	||	𝍸	|	|			
21-25							
16-20							
0-15							


North Clackamas Center
Harmony Rd
82nd Ave
Monterey Rd
North Clackamas Center Ave
I-205
LEGEND
(50000) 24 HR. AVERAGE DAILY TRIPS
5000 P.M. PEAK HOUR VEHICLE TRIPS (4-6 PM)
PRELIMINARY
NORTH CLACKAMAS CENTER
1980 SITE GENERATED TRAFFIC
CARL H. BUTTKE
P-7
9

SL


82nd AVE
MONTEREY AVE
NORTH CLACKAMAS CENTER DRIVE
I-205
I-205
SUNNYSIDE RD
HARMONY RD
STEVENS RD
(2600)
280
260
(2600)
(5600)
530
550
(5600)
(3000)
270
(12100)
1160
1100
(12100)
(1700)
170
160
(1700)
(1650)
140
(1650)
(1500)
150
150
(1500)
(5700)
550
(5700)
PRELIMINARY
LEGEND
(47000) ARE WEEKDAY TRIPS
4400 (4-5PM)

NORTH CLACKAMAS CENTER
1976 SITE GENERATED TRAFFIC

CARL H. BUTTKE

1-6-76		P-7	7

9257

L.

STATE OF OREGON

INTEROFFICE MEMO

TO: H. S. Coulter
State Highway Engineer

DATE: July 25, 1979

F. B. KLABOE

FROM: for D. E. Swan
Operation Programming Engineer

SUBJECT: Proposed Interstate Transfer Project

Clackamas County is requesting a $244,700 project to improve two intersections on Harmony Road. A multi-phase fully-actuated traffic signal with a pedestrian sequence will be installed at International Way and intersection channelization will be provided. Harmony Road and Price Fuller Road will be widened to 40 feet which will provide two travel lanes and a left-turn median at the intersection. Traffic signals will be installed at Price Fuller Road if signal warrants can be met. State will perform the preliminary and construction engineering. The location of the project is indicated on the attached sketch map. In Summary:

copy #9391

Jurisdiction	Section	Total Est. Cost	Federal Funds	County Share
Clackamas Co.	International Way/Price Fuller Road, S.E. Harmony Road, FAU 9702	$244,700	$207,995	$36,705

Metro and this office investigated the proposed project confirming its validity and financing utilizing Interstate Transfer funds withdrawn from the Mt. Hood Freeway. I recommend your approval and request you authorize this project under delegated authority.

7-25 [illegible]

APPROVED BY:

For State Highway Engineer

Date 7/25/79

GEZ:pf
Attachment
D. E. Swan - Please Program & Update PMS.
cc w/Attachment:

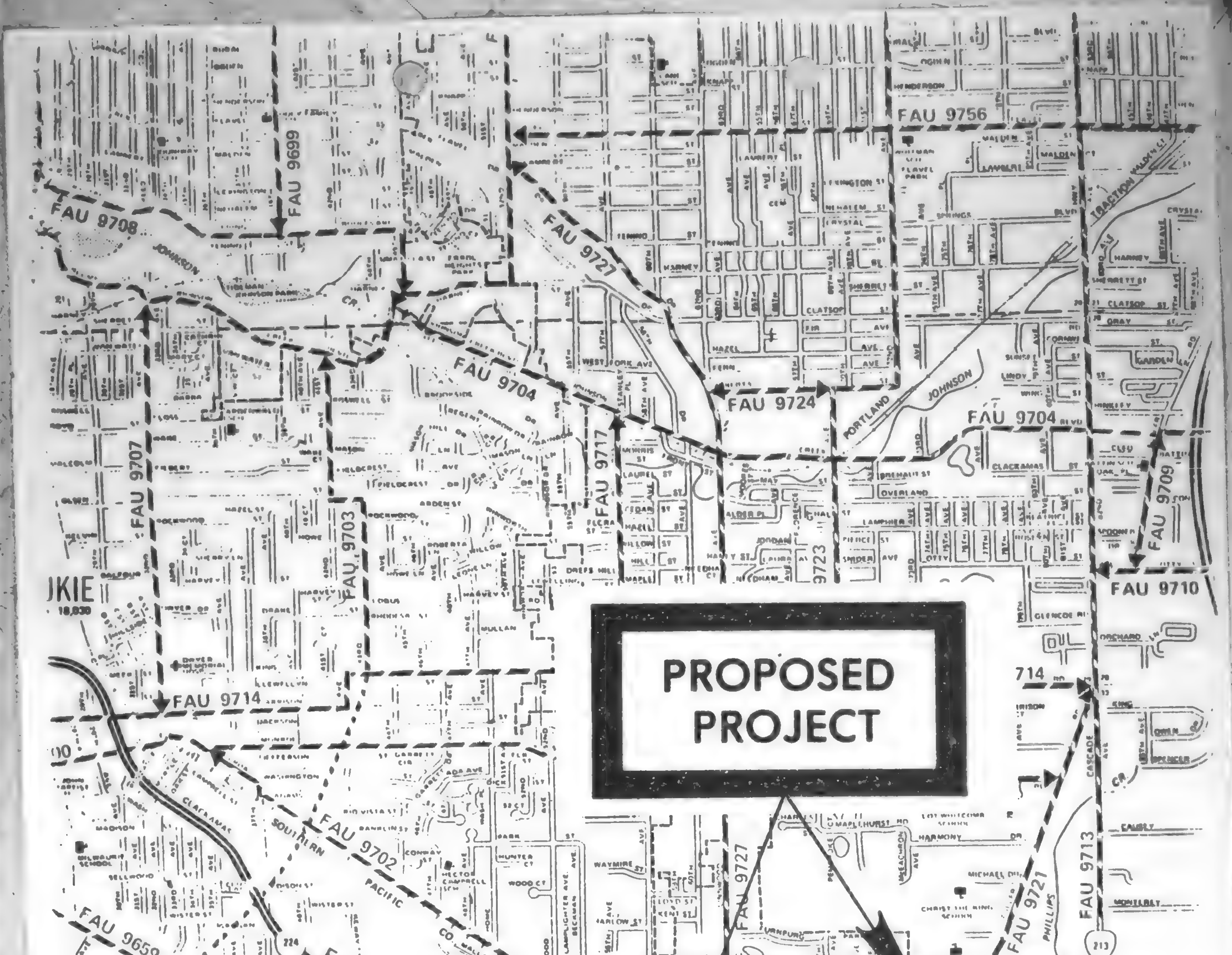
F. B. Klaboe
L. W. Rulien
E. S. Hunter
D. H. Moehring
C. T. Keasey
R. L. Schroeder
G. Bell
J. H. Versteeg
L. E. George
C. Potter
F. E. Terpin
W. J. Hart
L. B. Boyd
R. Trygstad
D. O. Christensen
J. Sullivan
F. W. Yarbrough
P. Lewellyn
F. Lowe
Metro:
R. N. Bothman
M. Klotz
J. Rose

PROJECT MANAGEMENT BRANCH
ASHE ☐ STE ☐
PLE ☐ FE ☐ PRE ☐
JUL 26 1979
REFERRED TO
FOR
FILE: PM FA LG.

RECEIVED
DOT DIRECTOR
JUL 30 '79
REFER TO
FOR

Info	[illegible]	R/D	D/R	Sign	Act	File

125-1367



PROPOSED
PROJECT
FAU 9756
FAU 9699
FAU 9708
FAU 9727
FAU 9704
FAU 9724
FAU 9704
FAU 9707
FAU 9703
FAU 9717
FAU 9723
FAU 9709
FAU 9710
UKIE
FAU 9714
714
FAU 9702
FAU 9727
FAU 9721
FAU 9713
FAU 9659
FAU 9703
FAP 74
224
FAU 9702
FAU 9659
224
FAP 74
FAU 9687
FAU 9690
FAU 9695
FAU 9665
FAU 9692
FAU 9698
SOUTHERN PACIFIC CO. RAILROAD
CLACKAMAS
JOHNSON CR
PORTLAND
JOHNSON
KELLOGG
MT SCOTT
MOUNT SCOTT
CR
CASCADE
PHILLIPS
213

9257

STATE OF OREGON **INTEROFFICE MEMO**

Metro Technical Services 238-8231
DEPT. TELEPHONE

TO: D. H. MOEHRING
Ass't. State Highway Engineer

DATE: June 29, 1979

FROM: MAX J. KLOTZ
Metro Technical Services Engineer

SUBJECT: International Way/Price Fuller Road
Intersections
S.E. Harmony Road (FAU 9702)
Clackamas County
Planning File 79-31

copy
#9391

Here is our programming packet on the subject project. Included are:

Two Project Requests
Authority for Survey — To Terpin 7-12-79
Environmental Assessment
Location Prospectus
Agreement Information Sheet
Traffic Signal Warrant Comparison Sheets

This is an e(4) project. It is part of the Gladstone-Milwaukie Sub-Area TSM project listed on page 134 of the FY 79 TIP. The TIP authorized $150,000 federal funds for the Gladstone-Milwaukie project in the FY 78 annual element. We have previously requested obligations totaling $94,450 against this amount.

Please program $10,600 at this time for preliminary engineering on the International Way/Price Fuller Road Intersections project.

pq

Attachments

cc F. E. Terpin
Metro Tech. Services Units

7-13-79
cc Program Packet
to Swan.

To Type
7-24-79

PROJECT MANAGEMENT
PME ☐ CCE ☐ OPE ☐
LGE ☐ FAE ☑ CFE ☐
JUL 10 1979
File: PM FA
TAA ______ LG OP

9257

LOCATION PROSPECTUS
OREGON DEPARTMENT OF TRANSPORTATION
LOCATION UNIT

OTE: SHADED AREAS TO BE COMPLETED IN SALEM OFFICE

DATE 6-28-79

PREFIX

DENTIFICATION

ROJECT NAME: International Way/Price Fuller Road Intersection

IGHWAY NAME: S.E. Harmony Road (FAU 9702)

HIGHWAY NUMBER:

EGION: 1

ADMINISTRATIVE DISTRICT:

COUNTY: Clackamas

CITY:

ENGTH:

MILEPOST NUMBER: TO

☐ RURAL ☒ URBAN

OCAL GOVERNMENT PROJECT? ☒ YES ☐ NO

IF YES, UNIT OF GOVERNMENT: Clackamas County

YPE OF FUNDS: ☐ FAI ☐ FAP ☐ FAS ☐ STATE ☐ FAUS ☒ OTHER e(4)

ETHOD OF CONSTRUCTION: ☒ CONTRACT ☐ STATE FORCE ☐ OTHER

YPE OF WORK: ☒ GRADING ☒ PAVING ☐ STRUCTURE ☐ SIGN ☒ SIGNAL ☐ ILLUMINATION ☐ ROADSIDE IMPROVEMENT ☐ OTHER

ROJECT DESCRIPTION

Harmony Road @ International Way:

Install a multi-phase, fully actuated signal with a pedestrian sequence. Modify approaches and channelize to accommodate the signal.

Harmony Road @ Price Fuller Road:

Widen Harmony Road and Price Fuller Road with curb and sidewalk to 40 ft., with two travel lanes and a left turn refuge. Provide storm drainage.

copy
#9391

2 - TRAFFIC DATA

EXISTING AVERAGE DAILY TRAFFIC (YEAR-VOLUME):

PROJECTED AVERAGE DAILY TRAFFIC (YEAR-VOLUME):

LEVEL OF SERVICE		A	B	C	D	E	
	EXISTING	☐	☐	☐	☐	☐	☐
	PROPOSED	☐	☐	☐	☐	☐	☐

DESIGN SPEED (MPH):

DESIGN STANDARDS:

TRAFFIC ANALYSIS: ☐ LIGHT ☐ MEDIUM ☐ HEAVY

See traffic signal warrant comparison sheets.

FEATURES	EXISTING NUMBER AND WIDTH	PROPOSED NUMBER AND WIDTH
TRAVEL LANES	2 - 12'	2 - 12'
SHOULDERS		
MEDIANS	None	Left turn refuge @ Price Fuller Roa
PARKING LANES		
SIDEWALKS	0	Both sides @ Price Fuller Road
BIKEWAYS		
INTERCHANGES		
OTHER:		

	YES	NO	MAYBE
Channelization	☒	☐	☐
Frontage Roads	☐	☒	☐
Traffic Signals	☒	☐	☐
Signing	☐	☐	☒
Illumination	☐	☒	☐
Structures	☐	☒	☐
Stage Construction	☐	☒	☐
Pedestrian Crossing	☐	☒	☐
Rest Area	☐	☒	☐
Truck Scale Site	☐	☒	☐
Landscaping	☐	☒	☐
Drainage	☒	☐	☐
River ______	☐	☒	☐
Stream ______	☐	☒	☐
Storm Sewer	☒	☐	☐
Sanitary Sewer	☐	☒	☐
Right of Way	☒	☐	☐
Simple Acquisition	☒	☐	☐
Complex Acquisition	☐	☒	☐
Relocations	☐	☒	☐

Right of Way (cont.)	YES	NO	MAYB
Improvements	☐	☒	☐
Access Control	☐	☒	☐
Railroad Crossing	☐	☒	☐
At Grade	☐	☒	☐
Separated	☐	☒	☐
Railroad Encroachment	☐	☒	☐
Permits	☐	☐	☒
Conditional Use	☐	☒	☐
Flood Plain	☐	☒	☐
Irrigation District	☐	☒	☐
Water District	☐	☒	☐
Drainage District	☐	☐	☒
Div. of State Lands	☐	☒	☐
Dept. of Geology & Min. Ind.	☐	☒	☐
Corps of Engineers	☐	☒	☐
Coast Guard	☐	☒	☐
DEQ NPS Air Pollution	☐	☒	☐
DEQ NPS Water Pollution	☐	☒	☐
Building	☐	☒	☐
Fish & Wildlife Approval	☐	☒	☐

FEATURES (cont.)

	YES	NO	MAYBE
reements (City-County Etc.)	☒	☐	☐
vironmental Assessment	☒	☐	☐
atewide Assessment	☐	☒	☐
egative Declaration	☐	☒	☐
vironmental Impact Statement	☐	☒	☐
-F Statement	☐	☒	☐
itizen Advisory Committee	☐	☒	☐
Public Hearing	☐	☒	☐
orrow Source	☐	☒	☐
aterial Source	☐	☒	☐
Utilities	☒	☐	☐

Type Electrical

	YES	NO	MAYBE
Hydraulics Study	☐	☒	☐
Soils Investigation	☐	☐	☒
Airport Clearance	☐	☒	☐
Economic Analysis	☐	☒	☐
Requires Field Survey	☒	☐	☐
Old Survey Available	☐	☐	☒
Requires Vicinity Map	☒	☐	☐
Requires Photogrammetry	☐	☒	☐
Requires Reconnaissance Survey	☐	☒	☐
Reconnaissance Available	☐	☒	☐
Design Review	☐	☒	☐

- WORK ITEMS

	TO BE PERFORMED BY		
	APPLICANT	STATE	CONSULTANT
PRELIMINARY ENGINEERING	☐	☒	☐
RIGHT-OF-WAY	☐	☒	☐
CONSTRUCTION ENGINEERING	☐	☒	☐

5 - DURATION TIMES (MONTHS)

	FLOAT	ACTIVE
RECONNAISSANCE SURVEY	( )	N/A
DRAFT ENVIRONMENTAL IMPACT STATEMENT	( )	N/A
CORRIDOR APPROVAL	( )	N/A
FIELD SURVEY	( )	6.0
PRELIMINARY DESIGN	( )	N/A
DESIGN APPROVAL/FINAL EIS	( )	N/A
RIGHT-OF-WAY DESCRIPTIONS	( )	
RIGHT-OF-WAY ACQUISITION	( )	
P.S. & E. DOCUMENTS	( )	

	(Region)	(Salem)
RECOMMENDED CONSTRUCTION DATE		

SUGGESTED BASE DESIGN

ITEM	NEW WORK	OVER EXISTING

TYPICAL SECTION AND LOCATION

Attach 8½ x 11 inch sheets for general location map and typical section (roadway & structure).

PROJECT COST ESTIMATES

	REGION	SALEM
PRELIMINARY ENGINEERING	$ 10,600	
RIGHT OF WAY	500	
TRAFFIC CONTROL	56,000	
ILLUMINATION		
STRUCTURES		
RAILROAD		
ROADWAY	109,000	
OTHER ________		
ENGINEERING & CONTINGENCIES	16,500	
PROJECT TOTAL	$192,600	

SUBMITTED BY ____________________

Project International Way/Price Fuller Road Intersections S.E. Harmony Road

Agency Clackamas County Date 6/25/79

Type of Project Signalization, channelization, widening, sidewalks

Funds SOS [✓ e(4)] FAUS FASC Title II HBR

The agreement on this project should provide for the following responsibilities where applicable:

	N/A	State	Applicant	Consultant
Major PE	( )	(X)	( )	( )
Monitor PE	(X)	( )	( )	( )
Field Survey	( )	(x)	( )	( )
Prepare Environmental Statements	( )	( )	(x)	( )
Review & Process Envir. Statements	( )	(X)	( )	( )
Public Hearings	( )	( )	(X)	( )
Citizen Involvement	( )	( )	(X)	( )
Action Plan Requirements	( )	( )	(x)	( )
Preliminary Design Plans & Specs.	( )	(x)	( )	( )
Prepare for Contract Bids	( )	(x)	( )	( )
Advertise, Let and Award	( )	(x)	( )	( )
Major Construction Engineering	( )	(x)	( )	( )
Lab Testing, Final Checking	( )	(X)	( )	( )
Utility Responsibility	( )	(X)	( )	( )
Maintenance After Completion	( )	( )	(x)	( )
Signal Maintenance	( )	( )	(X)	( )
Power Consumption	( )	( )	(x)	( )
Local Match	( )	( )	(x)	( )
Provide for Right-of-way Agreement		[✓ Yes]	No	

Construction by Contract (X) State Forces ( ) Local Forces ( )

Advance Deposit Required PE (x) Construction ( ) N/A ( )

State will Advertise, Let and Award All Contracts

State will Monitor Preliminary Engineering and Construction Activities for Federal Compliance

Remarks:

-.9257.

2

Form E-39 (Rev. 9-71)

Planning File No. 79-31

OREGON STATE HIGHWAY DIVISION

AUTHORITY FOR SURVEY

Section International Way/Price Fuller Rd. Intersections

Date June 25, 1979

Highway S.E. Harmony Road (FAU 9702)

Authorization No. 1

County Clackamas

Survey Prefix 203-1913 (Assigned by Salem office)

Description of termini, route, length, etc.: Spot locations at the intersection of Harmony Road and International Way and Harmony Road and Price Fuller Road.

copy of #9391

Proposed: Harmony Road at International Way: Install multi-phase, fully actuated signal with pedestrian sequence. Modify approaches and channelize to accommodate signal. At Price Fuller Road: Widen approaches with curb and sidewalk, to a 40-foot roadbed section with two travel lanes and a left turn refuge. Provide drainage.

Purpose of Survey: State to perform field survey, prepare plans, specifications, estimate and complete PS & E

Approved by OTC 7-25-79

IX-9702(3)
11-30-79

e(4) Funding
Category 3NM (Assessment only)
Estimated Construction Cost:

International Way	$67,200
Price Fuller	$125,400

		Estimate of Cost
Field Survey	(901)	5,800
Citizen Participation	(902)	
City of County	(903)	
Consultant	(904)	
Final Design	(905)	1,000
Bridge Design	(906)	
Preliminary Design	(907)	
R/W Description	(909)	100
Soils & Geology	(910)	
Traffic	(911)	2,000
Landscape	(912)	
Liaison R/W	(913)	200
Utility	(914)	400
Photogrammetry	(916)	
Location Studies	(918)	
Engr. Graphics	(919)	
Office Engineer	(920)	
Specifications	(921)	1,000
Environmental	(923)	
Air Quality Monitoring	(925)	
Foundation Exploration	(926)	
Seminars	(950)	
Hearings	(980)	
Equal Opportunity	(985)	
Advisory Committees	(986)	
Administrative Services	(922)	100

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

Total estimated cost of survey $10,600

Previous authorization

Additional authorization requested

Additional authorization approved (Salem)

Total all authorizations approved (Salem)

Requests made by:

K.D. LIMBOCKER, Metro Location-Design Engineer

Recommended for Approval:

Regional Engineer

M. J. KLOTZ, Metro Technical Services Engineer

SP*23004-734

IX-9702(-)

Recommended for Approval: Frank E. Peopin

Location Engineer

Approved: E.J. Kutz

Assistant State Highway Engineer

H

9257

OREGON STATE HIGHWAY DIVISION
PROJECT ASSESSMENT

PART 1. GENERAL INFORMATION

A. Project Identification:

copy #9391

Section: Harmony Rd. @ International Way & Harmony Rd. @ Price Fuller Rd.

Date: May 15, 1979

Unit (if appl):

County: Clackamas

City:

Highway: Harmony Rd. #22029 (FAU 9702)

State Hwy. No.:

Termini: M.P.(if appl):

Length:

Region: I - Metro

Construction Estimate: $244,700
Program Amount

B. Purpose of Project: To improve transportation safety and vehicle flow conditions upgrading the existing roadway approaches and providing a multi-phase signal. Pedestrian crossings and transit bus loading will be imoroved by the proposed sidewalks and pedestrian crossing signals incorporated into the intersection improvement.

C. Origin & History of Project: Harmony Road and Lake Road are intersecting county arterial roadways. A mile east of this intersection, Harmony Rd. intersects the south terminus of Price Fuller Rd. which is a county collector. The need for safety improvement is recognized to meet traffic demand and reduce the potential of pedestrian and vehicle conflict. This project is submitted as part of the total Transportation System Management Program within the Gladstone-Milwaukie Subarea.

D. General Description of Project: Widen and upgrade the existing roadway approaches with curb and sidewalks. Install a multi-phase, fully actuated signal with pedestrian sequence and provide local drainage at the Price Fuller Road intersection. Installation of a multi-phase, fully actuated, traffic signal with pedestrian sequence at the Lake Road intersection.

Alignment: New ______ Existing X Combined ______

Typical Section: Existing: No. Lanes 2 ; Med. None ; Shldrs. None; Parking ______

Proposed: No. Lanes 2 ; Med. None ; Shldrs. None; Parking Restricted

Traffic: Existing Facility: Existing ADT 7,175 6/77 Price Fuller Rd. 10,847 7/77 Int'l Way ; Projected ADT ______; Yr. ______

Existing Level of Service ______

Proposed Facility: Projected ADT ______; Yr. ______

Projected Level of Service ______

734-3953 (10-75)

Right of Way: Additional anticipated Yes ; if yes, give approx. No. Parcels 2
Yes, No

~~Acres~~ 50sq.ft.; Type of Relocation Req.____________; No.________

Materials Source, Borrow, Waste Disposal Requirements, if any:

All materials are available through commercial sources. Waste Disposal will be at sites approved by Clackamas County

Type of Structure(s): N/A

Brief Description of River or Stream and Type of Involvement, if any: N/A

Local City, County or COG priorities of project:

This project is set at a high priority in the T.S.M. Improvements.

FHWA and/or OSHD approvals given, if any:

Location or Design Alternatives (identify and describe):

No build option.

Other Descriptive Information or Comments:

Nearby schools generate a considerable amount of pedestrian and vehicle traffic. This proposed signalization will reduce the potential for pedestrian vehicle conflict.

(Attach project sketch map.)

PART II. ENVIRONMENTAL ASSESSMENT

A. Brief Environmental Setting of Project Area:

1. Natural: The terrain at the Price Fuller Rd. Intersection is near level with a slight sloping to the south. The land use is residential. Lawn grasses and landscape shrubbery adjoin the right-of-way with nearby trees. The topography of the Lake Rd.-Harmony Rd. intersection has been altered by placement of embankment materials during construction of OSH 224. The high fill slopes are covered with native grasses and brushy growth. The area is generally in commercial use with single family residences to the east. Lawns and landscaping also adjoin the right-of-way.

2. Cultural: Harmony Rd. and Price Fuller Rd. are County maintained roadways. A grade school and junior high school exist immediately southeast of the project intersection. At the northwest corner of the intersection a converted school builing is used as a storage facility for the North Clackamas School District. Harmony Rd. and Lake Rd. are county maintained roadways while International Way is under City of Milwaukie maintenance. The construction of Lake Rd. Interchange on OSH 224 rebuilt the project intersection. At both intersections, utilities have been installed above and below ground to serve the area. Drainage is provided by open ditches and segments of drain tile.

UTILITIES:
Electric - Portland General Electric
Gas - Northwest Natural Gas
Telephone-Pacific Northwest Bell
Water - Clackamas Water District
Sewer - Clackamas County Service District No. 1

B. Preliminary Assessment of Environmental Impacts:

1. Consequences and Significance of Right-of-Way Acquisition:

Additional Right-of-way is reouired for the sidewalk construction behind the curb radius. at Price Fuller Rd. and Harmony Rd. project. No significant impact is expected to result from right-of-way acquisition

2. Estimated Impact on Traffic Patterns:

Traffic patterns will not be changed. Traffic flow and safety characteristics will be improved.

Consequences--Air Quality, Noise, Safety, etc.:

No significant effects anticipated other than improved safety conditions.

3. Estimated Impact on Land Use:

The Clackamas County Comprehensive Plan will have the governing effects on land use.

Consequences:

None anticipated

4. Expected Impact on Natural Ecological Resources:

None anticipated

Consequences:

5. Expected Impact on Cultural and Scenic Resources:

None anticipated

Consequences:

6. Preliminary Identification of Areas of Critical Concern:

No specific areas identified.

7. Potential for Controversial Issues:

None anticipated

8. Potential for Consistency of Proposal With:

a. Clean Air Implementation Plans

No significant change in air quality. The project is not an Indirect Source.

b. Noise Standards

No significant change.

c. Water Quality Standards

No significant change

d. Area Land Use and Transportation Plans, and Zoning

In compliance with the Clackamas County Comprehensive Plan.

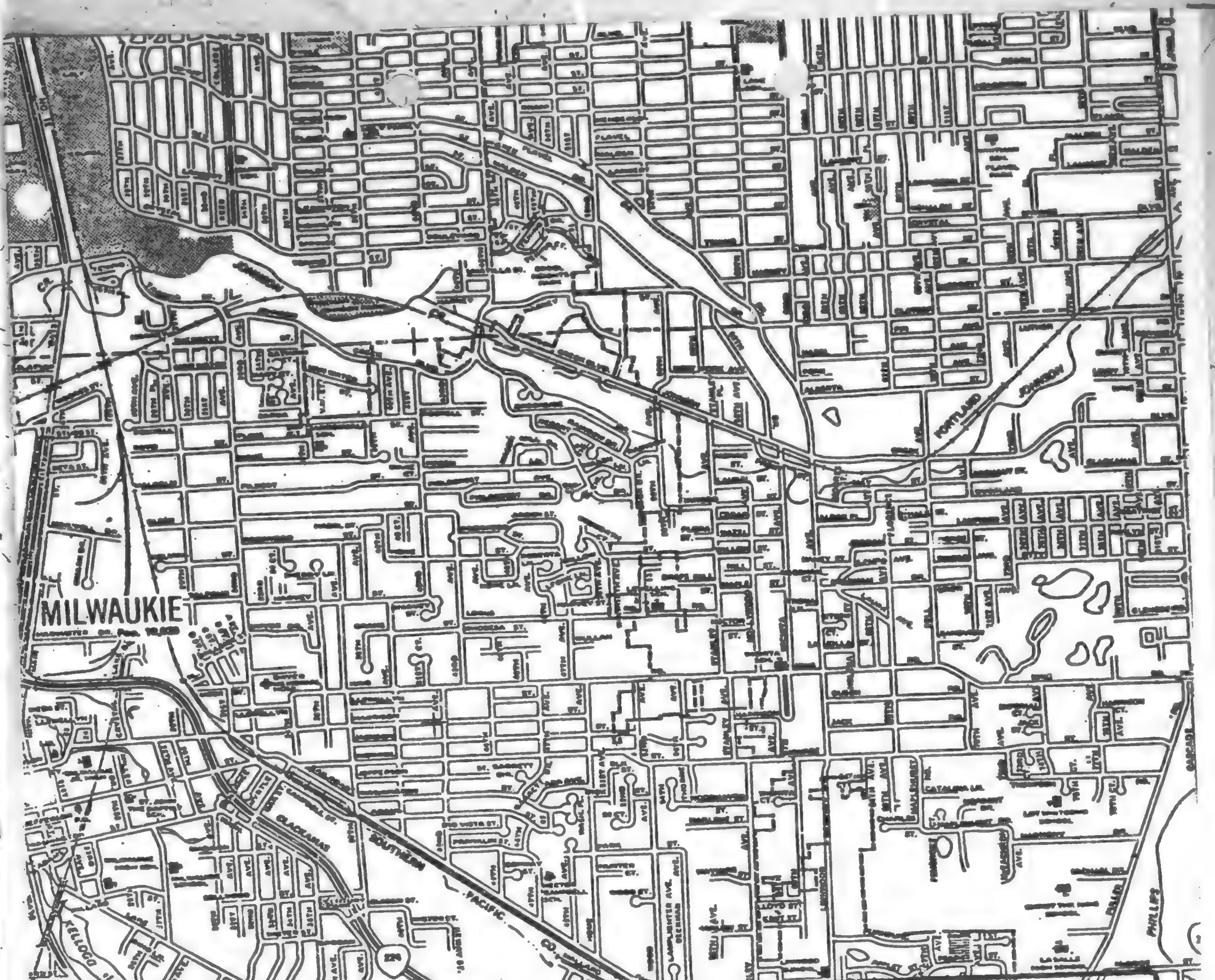
C. Recommended Type of Action and Documentation:

-------------MAJOR ACTION-----------------		----NON-MAJOR ACTION-----
SIGNIFICANT:	NON-SIGNIFICANT:	
____ D & FEIS	____ D & F Neg.Dec.	X ASSESSMENT ONLY
____ Section 4(f)	____ Section 4(f)	____ STATEWIDE ASSESSMENT

Basis for Type of Action and Documentation:

No significant adverse impacts to the environment would result from this project.

D. Recommended Project Category: ____ 1 ____ 2 X 3 ____ 4


MILWAUKIE
SOUTHERN
PACIFIC
CO.
RAILROAD
CLACKAMAS
KELLOGG
LAKE
MOUNT
SCOTT
PORTLAND
JOHNSON
PHILLIPS
CLACKAMAS
KELLOGG
CR.
LAKE
224

9257

5-4-79

INTERNATIONAL WAY AND PRICE-FULLER INTERSECTIONS

At S.E. Harmony Road

Clackamas County

Attached are the traffic signal warrant comparison sheets for the subject intersections.

The intersection of Harmony Road and International Way meets traffic signal warrants for both Minimum Vehicular Volume and Interruption of Continuous Traffic. The warrant calculations are based on a manual count taken January 1979 at this intersection.

Traffic signal warrants were calculated for the intersection of Price-Fuller and Harmony Road based on a manual count taken May 1978. No warrant can be established for this intersection. It is recommended that a traffic signal not be included in the project request, however, left turn channelization should be retained.

copy
#9391

TOM SCHWAB
Trans. Analysis Engineer

May 4, 1979

9257

DEPARTMENT OF ENVIRONMENTAL SERVICES
COUNTY OF CLACKAMAS
STATE OF OREGON

902 ABERNETHY ROAD
OREGON CITY, OREGON 97045
(503) 655-8521

JOHN C. McINTYRE
Director

WINSTON W. KURTH
Assistant Director
DON D. BROADSWORD
Operations Director
DAVID J. ABRAHAM
Utilities Director
DAVID R. SEIGNEUR
Planning Director
RICHARD L. DOPP
Development Services Administrator

April 17, 1979

Mr. R.N. Bothman
Department of Transportation
Metropolitan Branch
5821 N.E. Glisan
Portland, Oregon 97213

ATTEN: Mr. Jon Rose

Enclosed please find project applications for the traffic signal installation at Harmony Road at International Way and for the traffic signal installation and widening of Harmony Road at Price Fuller Road. These project requests are being resubmitted and are part of the Transportation System Management Program within the Gladstone-Milwaukie Subarea. It is requested they be programmed for the use of 103(e)(4) funds.

The project applications have been revised to correspond with the Harmony Road FAU preliminary engineering which is near completion along these two sections.

Please review and, if satisfactory, forward for further processing and approval.

Bernard L Straight
BERNARD L. STRAIGHT, Traffic Engineer

MA PDM PDE TSE SPE
ODOT - METRO
APR 19 1979
AM PPS FILE T/A

4/19/79

[redacted]

FOR YOUR HANDLING

Jon

9257

FEDERAL AID PROJECT REQUEST

Date April 9, 1979

Applicant Agency Clackamas County
Request for: Off-System_____, FAS-C_____, FAUS_____ Project e(4)
Federal Aid Route No. FAU 9702 Route Name Harmony Road #22029
Project Name Harmony Road at International Way

Project Length__________ Project Location (Attach sketch map)
Project Description Installation of a multi-phase, fully-actuated traffic signal with a pedestrian sequence. Modify approaches and channelize the intersection to accommodate the signal installation.

Average Daily Traffic 10,847 ADT 7/77 Design Speed 40 MPH

Complete Applicable Sections:

I. ROADWAY DATA

1. Existing Roadway: (Attach sketch)

International Way 44 ft.
Width Harmony 60 ft. Travel Lanes 2 Shoulders paved
Medians__________ Parking__________
Sidewalks None
Remarks The southeast and southwest corners of the intersection have guardrail installed.

2. Desired Roadway Cross Section: (Attach sketch)

Width__________ Travel Lanes__________ Shoulders__________
Medians__________ Parking__________
Curbed__________ Length Curb Radii__________
Sidewalk/Bikeway Bikeway improvements are described in individual project requests
Remarks The existing roadways will not need extensive modification.

II. RIGHT-OF-WAY DATA

1. Existing Right-of-Way:

General Width 60 ft Minimum__________ Maximum__________

2. Has right-of-way been acquired for this project subsequent to January 2, 1971?
Yes__________ No X

3. Will additional right-of-way be needed? Yes__________ No X
If answer is "yes," will cost of right-of-way be subject to Federal reimbursement? Yes__________ No__________
Remarks__________

III. TRAFFIC CONTROL DATA

1. Existing Signalization and Location:

None

2. **Proposed Signalization:**

Location Harmony Road at the International Way, Lake Road intersection

Type Fully-actuated solid state

Phases 5

Type of Suspension span wire

Interconnected no

Remarks pedestrian sequence

3. **Permanent Signing:**

Include in project or by applicant? In project.

4. **Permanent Striping:**

Include in project or by applicant? In project.

IV. ILLUMINATION DATA

1. **Existing Illumination and Location:**

None

2. **Proposed Illumination:**

Location None

Type

Remarks

V. STRUCTURE DATA

1. **Existing Structure:**

Location None

Type

Approach Roadway Width Shoulder Width

Length Width

To remain in place?

2. **Proposed Structure:**

Location None

Approximate Size: Length Width

Are sidewalk/bikeways desired: ______________________________

Are any utilities to be attached to structure? ______________________________

Are provisions for illumination desired? ______________________________

Are there any unusual or complicating conditions? ______________________________

Remarks ______________________________

VI. RAILROAD DATA

1. Are there any railroad crossings? Yes __________ No ___X___

   Name of Railroad ______________________________
   Existing Crossing Protection ______________________________

2. Will existing railroad crossing be altered? ______________________________

   Remarks ______________________________

[illegible]II. ACTION PLAN REQUIREMENTS

During project development for Category 1, 2, and 3 projects, the city or county shall perform and document responsibilities as found indexed in the Oregon Action Plan, particularly Citizen Involvement and Participation; Environmental Aspects; and Public Hearing Requirements.

The OSHD Region Engineer will provide assistance, liaison and monitoring for these activities.

Responsible local office and party to be contacted for the following activities:

1.	Citizen Involvement	BERNARD L. STRAIGHT - Traffic Engineer Office
2.	Environmental	BERNARD L. STRAIGHT - Traffic Engineer Office
3.	Public Hearing	BERNARD L. STRAIGHT - Traffic Engineer Office

Remarks ______________________________

VIII. GENERAL INFORMATION

1. Project preliminary engineering to be performed by:

   Applicant __________ State ___X___ Consultant __________

2. Project construction engineering to be performed by:

Applicant________ State X Consultant________

3. Will applicant perform any work prior to or after award of contract?

Yes________ No________

If "yes," describe briefly:________

4. Applicant's estimate of cost for requested project:

Roadway Work	$ ~~5,000.00~~
Right-of-way costs (if participating)	~~42,000.00~~ 56,000
Traffic control	
Illumination	
Structures	
Railroad	~~5,000.00~~ 5,600
Other Contingency	~~4,000.00~~ 5,600
Preliminary engineering	
PROJECT TOTAL	$ ~~56,000.00~~ 67,200 * EdM.

Remarks This project is submitted as part of the total Transportation System Management Program within the Gladstone-Milwaukie Subarea. City of Milwaukie will share a portion of the project costs.

* Revised in accordance with recon estimate by R.R. Cameron. EdM.

THIS APPLICATION IS AN OFFICIAL REQUEST FROM:

CITY OF ________ and/or Clackamas COUNTY

By________ By Ralph Groener

By________ By

By Stan Skoko

•1981 Pacific Hwy. W. @ Royalty 9258
•Parkway Sec. just south of Tigard
•(Traffic signal installation)

C+A 7299 10/9/80, 11/3/80

9258

June 9, 1982

Corroon & Black of Oregon
P. O. Box 8409
Portland, OR 97201

OSW 5
#9258

Gentlemen:

On June 2, 1982, we wrote to you concerning release of final payment on Contract No. 9258 awarded to Linnco Electric Co. for traffic signal installation on the Pacific Highway West at Royalty Parkway (south of Tigard) in Washington County.

Final payment on this contract is $1,025.20 and the total contract amount is $69,184.40. No work was performed under force account.

Sincerely,

Robert W. Cormsen
COMMISSION SERVICES

kkr

cc: Linnco Electric Co.
P. O. Box 925
Albany, OR 97321

Employers Insurance of Wausau
2000 Westwood Drive
Wausau, WI 54401

bc: C. T. Keasey
Walt Hart
E. L. Hardt

9258

VICTOR ATIYEH
GOVERNOR

Department of Transportation
STATE HIGHWAY DIVISION

IN REPLY REFER TO
FILE NO:

RECEIVED
STATE HWY ENGR
JUN 2 '82
REFER TO
FOR
Info Invest R/D D/R Sign Act File

June 2, 1982

CON 5 #9258

Linnco Electric Co.
P.O. Box 925
Albany, OR 97321

RE: Time Extension Request
Pacific Hwy. @ Royalty Parkway
Contract No. 9258

Gentlemen:

Your request for additional contract time in which to complete the above project has been carefully reviewed. The contract provisions contain no stated or specific "normal" time required by the State to process shop drawings. Each request for additional contract time based upon a claim of slow shop drawing approval by the State is, therefore, considered individually and the request is granted or denied based upon the merits.

A fully executed copy of this contract was mailed to you on April 7, 1981. Section 661.03 of the Standard Specifications for the contract states in part that "within 15 days following execution of the contract, the contractor shall submit to the engineer a list of equipment and materials...... Such list shall be supplemented by.......detailed scaled drawings.....". Our records indicate that we received shop drawings from you on May 7, 1981 and returned the final drawing to you on June 2, 1981. An elapsed time of 27 calendar days. The facts indicate that you were approximately two weeks late in submitting shop drawings and that the State took 27 days to review and return the drawings to you. Your request for an additional 14 calendar days of contract time due to slow or late shop drawings approval is denied.

Should you wish to further review this matter or to submit additional data, please contact Project Manager Hoffman.

Sincerely,

CT Keasey

C. T. Keasey, P.E., P.L.S.
Construction Engineer

NOTED
W. E. SCHWARTZ

CTK:cb

bc: W. E. Schwartz ✓ (att. 1 ltr.)
Al Harwood "
W. E. Hoffman "

Form 734-3123

CE CAE FOE OCS SCS ERO
RECEIVED
JUN 1 1982
CONSTRUCTION SECTION
OM LS TC CP

RECEIVED MAY 26 1982
FILE:

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Portland, ORegon
May 25, 1982

FROM: Wayne Schulte
Asst. Proj. Mgr.

TO: Marion Craft
Region Construction Engineer

SUBJECT: Time Extension Request
Pac. Hwy. W. @ Royalty Parkway
Contract: 9258

Attached is a letter and extension of time request from Linnco Electric regarding subject project. They say an adjustment of contract time should be made due to the length of time it took the State to approve the signal pole drawings. By their count it took us 33 contract days. This they say compares with the normal approval time of 14 days. They have requested a time adjustment from Oct. 5 to Oct. 19, 1981 (14 days).

Our records show we received the pole drawings from the contractor and submitted them to the Traffic Section for approval on May 7. All of the approved drawings were returned to us on May 20 with the exception of the drawing for the combination strain and mast arm pole. Those drawings received were returned to Linnco on May 21. As is customary the strain/mast arm drawing had been forwarded by the Traffic Section to the Bridge Section for further review. We did not receive this drawing until June 1 and returned it to the contractor on June 2. Total time elasped for all approvals (May 7 to June 2) was 27 calendar days. It is granted that 27 days is longer than ususal for the drawing approval process. Normally we get drawings back in 10-14 days if the Bridge Section is not involved.

Even though we took more time than usual for the approvals we must not overlook the contractor's responsibility to submit the drawings to us on a timely basis. Subsection 661.03 of the Standard Specifications states the contractor shall submit this information to us within 15 days following execution of the contract. If we assume from the Specs that the words "execution" & "award" are to be used interchangably then the contractor should have submitted the drawings to us by April 1. If we then took 27 days to approve and return the drawings and the signal pole supplier took an additional 144 days (which he did) the poles would have been delivered to the jobsite on September 19. The contractor would still have had 16 calendar days in which to complete the job before contract time expired on October 5. In reality he took 20 calendar days to complete the work after pole delivery but that period could easily have been shortened to 16 days with efficient use of available time.

cc: Bryant Jackmond — with originals attached.
I agree with Schulte's analysis and recommendation.
Marion Craft
5-27-82

9258 ..   6-2-82   file   L.

REPORT OF ACTION UNDER DELEGATED AUTHORITY BY

CONSTRUCTION ENGINEER

On behalf of the Commission and under authority delegated to me to accept contracts completed according to specifications, I accepted the following:

Contractor and Contract No.	Section and County	Acceptance Date
Cascade Const. Co. No. 9327	Arterial St. Overlay Proj. No. 2 (Portland) Multnomah County	May 12, 1982
Linnco Electric Co. No. 9259	Tualatin Valley Hwy. @ SW 219th Washington County	May 14, 1982
Douglas S. Coats, Inc. No. 9268	Klamath Strait Bridge Klamath County	May 17, 1982
Mocon Corp. No. 8747	NE Glisan St. U'Xing. Multnomah County	May 19, 1982
R. L. Coats No. 9288	Redmond SCL-Whittemore Rd. N. Unit Deschutes County	May 25, 1982
Baker Redi-Mix, Inc. No. 9321	Bensel Rd.-Hermiston Ditch Umatilla County	May 25, 1982
N. Santiam Paving Co. No. 9326	Alexandra Ave.-Hardcastle Ave. Marion County	May 27, 1982
Steeck Electric Co. No. 9279	Crater Lake Hwy. @ Lake of the Woods Hwy., Ave. "G" & Linn Rd. Jackson County	May 28, 1982
Linnco Electric Co. No. 9258	Pac.Hwy.W. @ Royalty Parkway Washington County	May 28, 1982
Hansen Electric Co. No. 9180	Beaverton/Tigard Hwy. @ Walker Rd. Intchge. Washington County	May 28, 1982

June 2, 1982   CT Keasey

C. T. Keasey, P.E., P.L.S.
Construction Engineer

9258

L

FORM 734-3001

FIELD ENGINEER'S WEEKLY REPORT

OREGON STATE HIGHWAY DIVISION

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Pacific Hwy. W. @ Royalty Parkway

WEEK ENDING: 4/10/82

SECTION PREFIX: 034-1146

HIGHWAY: Pacific Hwy. W.

COUNTY: Washington

NAME OF JOB:

KIND OF WORK: Signals

CONTRACTOR: Linnco Electric Co.

CONTRACT NUMBER: 9258

FEDERAL AID PROJECT NUMBER: State

DATE OF CONTRACT: 3/17/81

DATE WORK STARTED: 5/20/81

ESTIMATED COMPLETION DATE:

AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN 0 SUPERVISION

SPECIFIED WORK DAYS

SPECIFIED CALENDAR DAYS 190

WORK DAYS USED

CALENDAR DAYS USED 228

SPECIFIED COMPLETION DATE

PERCENT OF TIME ELAPSED: 120

PROJECT AUTHORIZATION: $ 93,159.49

EXCLUSIVE OF ENGINEERING: $ 85,023.29

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 76,319.20

ESTIMATED PERCENT OVERRUN UNDERRUN: 10 %

ENGINEERING AUTHORIZATION: $ 8,136.20

ENGINEERING COST TO DATE: $ 9,000

PERCENT OF AUTHORIZATION: 111 %

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100

DATE PROJECT WAS COMPLETED: 11/12/81

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE	MAT'L PROD		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK: None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO					
PERCENT					

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Rain	0		
MONDAY	Showers	0		
TUESDAY	Fair	0		
WEDNESDAY	Clear	0		
THURSDAY	Clear	0		
FRIDAY	Clear	0		
SATURDAY		0		

ASHE K
CAE
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EEO

RECEIVED
APR 9 1982
CONSTRUCTION
BRANCH

OM
CA
LB
TC
FE
CP

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	No Activity
MONDAY	N/A
TUESDAY	N/A
WEDNESDAY	N/A
THURSDAY	N/A
FRIDAY	N/A
SATURDAY	N/A

REMARKS

Office working on semi-final

SIGNED W.E. Hoffman Proj. Mgr. LOCATION Portland

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED SUBMIT 3 COPIES

9258

CL-82-36

L

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

RECEIVED
MAR 17 1982
NORMA PAULUS
SECRETARY OF STATE

FILED
MAR 17 1982
NORMA PAULUS
SECRETARY OF STATE

March 16, 1982

IN REPLY REFER TO
FILE NO.:
CON 5
#9258

Salter, McKeehen, Gudger & Rabine
Attorneys at Law
59 East 11th Ave., Suite A
Eugene, OR 97401

Attention: Monte C. McKeehen

Gentlemen:

We have received your letter dated March 3, 1982, with an attached claim and invoice from Signals and Control Systems, Inc. for equipment and labor in the amount of $8,176 provided to Linnco Electric Company.

The claim states this is in connection with Linnco Electric Company Contract No. 9258 for traffic signal installation on the Pacific Highway West at Royalty Parkway in Washington County.

The Employers Insurance of Wausau through Corroon & Black of Oregon furnished the bond on this contract. We will advise them and the contractor of the receipt of this claim. We will also forward it to the Secretary of State for filing.

Please advise this office (121 Transportation Building, Salem, OR 97310) when your client's claim has been settled.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

RECEIVED
MAR 19 1982
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

js

cc: Linnco Electric Co.
P. O. Box 925
Albany, OR 97321

Employers Insurance of Wausau
2000 Westwood Drive
Wausau, WI 54401

Corroon & Black of Oregon
P. O. Box 8699
Portland, OR 97207

4-1-82 dmc

bc: ✓Secretary of State - please acknowledge receipt of the attached claim on the enclosed copy of this letter.

Law Offices
SALTER, McKEEHEN, GUDGER & RABINE
a professional corporation
59 East 11th Avenue, Suite A
Eugene, Oregon 97401

Charles M. Gudger III
Monte C. McKeehen
Robert A. Rabine*
James R. B. Salter*
Carleton H. A. Taber**
Kevin Patrick Dolan*
Lewis Lynn Ellsworth**
J. B. Ransom*
Robert Owen Middleton*

*Member Washington Bar only
**Member Washington and California Bars
All others Oregon Bar only

Eugene Office
Telex 152556 SEATAC
Telephone (503) 686-2244

Seattle Office
3300 Westin Building
Seattle, Washington 98121
(206) 624-3216

Please reply to Eugene office

March 3, 1982

State of Oregon
Department of Transportation
Transportation Building
Salem, OR 97310

Re: Claims on Performance Bonds
Claimant: Signals & Control Systems, Inc.
General Contractors: Hertz Electric, Inc.
Linnco Electric Co.
Contract Nos.: 9246,9258,9259

Gentlemen:

Enclosed for filing is a certified true copy of Claims on Performance Bonds in the above-entitled matters.

Very truly yours,

SALTER, McKEEHEN, GUDGER & RABINE

Monte C. McKeehen

MCm/lm

encl.

RECEIVED
MAR 4 1982
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

CLAIM ON PERFORMANCE BOND

TO: OREGON DEPARTMENT OF TRANSPORTATION, by and through the Oregon State Highway Division:

NOTICE IS HEREBY GIVEN that the undersigned, SIGNALS & CONTROL SYSTEMS, INC., a Washington corporation, has a claim for certain traffic signal equipment and related labor involved in the installation thereof. The person by whom said equipment was furnished was Signals & Control Systems, Inc., by and through its officers and employees, and the person performing said labor to assist in the installation was Signals & Control Systems, Inc., by and through its officers and employees, Gordon O. Dale and/or David Edwin Naf; said claim is in the sum of $8,176.00 against the bond taken from Linnco Electric Co., P.O. Box 925, Albany, Oregon 97321 and the surety thereon being Employers Insurance of Wausau, bearing bond date of 3/17/81, for the furnishing of the equipments mentioned above and related labor to assist in the installation on the Pacific Highway West at Royalty Parkway project in reference to Oregon State Highway job contract No. 9258. Said equipment and labor was provided by claimant to Linnco Electric Co., P.O. Box 925, Albany, Oregon 97321.

A further description of the materials supplied is attached hereto, marked Exhibit A, and incorporated herein.

This notice is being filed with the Secretary of State's office or the Clerk or Auditor of the Oregon Department of Transportation, by and through the Oregon State Highway Division, according to and in conformance with ORS 279.528.

DATED this 28th day of January, 1982.

SIGNALS & CONTROL SYSTEMS, INC.

By ______________________
David E. Naf, President

CERTIFIED TO BE
A True Copy

Atty. For ______________________

RECEIVED
MAR 4 1982
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

INVOICE

Signals & Control Systems, Inc.
4580 150 AVE. N.E. • REDMOND, WASHINGTON 98052
(206) 885-7443

EXHIBIT A

SOLD TO (PURCHASER)
LINNCO ELECTRIC
P.O. BOX 925
ALBANY, OREGON 97321

SHIPPED TO
OREGON STATE [illegible]
2415 Liberty Street
Salem, Oregon 97310
& JOB TRAILER

TES:

ICE DATE	DATE SHIPPED	SHIPPED VIA	YOUR ORDER NO	FOB	TERMS	INVOICE NO
/16/81	9/16/81	SURFACE	[illegible]26-2	SALEM & JOB SITE	NET 30	0-[illegible]

QUANTITY	DESCRIPTION	PRICE	AMOUNT
1	CONTROLLER & 332 CABINET PLUS HARDWARE		
	LUMP SUM		10,924.49

deduction for

Paid
12-30-81
#16746
Paid $2,698.31

RECEIVED
MAR 4 1982
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

TERMS AND CONDITIONS ON REVERSE SIDE

ACCOUNTING

THANK YOU

9258

L.

①

February 27, 1981

ACC

Tualatin Rural Fire Protection District
P.O. Box 127
Tualatin, Oregon 97062

Gentlemen:

On February 26, 1981 we received a satisfactory bid from Linnco Electric Co., P.O. Box 925, Albany, Oregon 97321, Phone 926-4266 for installation of traffic signals on the Pacific Highway West at Royalty Parkway.

As described in Agreement No. 7298, the financial sharing of the cost of the fire pre-emption devices is:

Fire Pre-emption System Bid Item		$3,112.00
Opticom Testing (Engineering)		875.00
ESTIMATED COST OF PRE-EMPTION SYSTEM		$3,987.00
District's Share: 50% of $3,987.00	=	$1,993.50
District's Advance Deposit (rounded)	=	$2,000.00

We will award the contract when we receive your advance deposit. Your check, payable to the Oregon State Highway Division, should arrive in Highway Division Accounting, Room 434, Transportation Building, Salem, Oregon 97310, no later than March 20, 1981.

Very truly yours,

ORIGINAL SIGNED BY
D. E. SWAN

D. E. Swan
Operation Programming Engineer

KEH:pf

bcc w/AD # 868: Jon Rose, Region M Federal Aid Engineer
Vern Skoog - Please return completed AD # 868 when advance deposit is received.

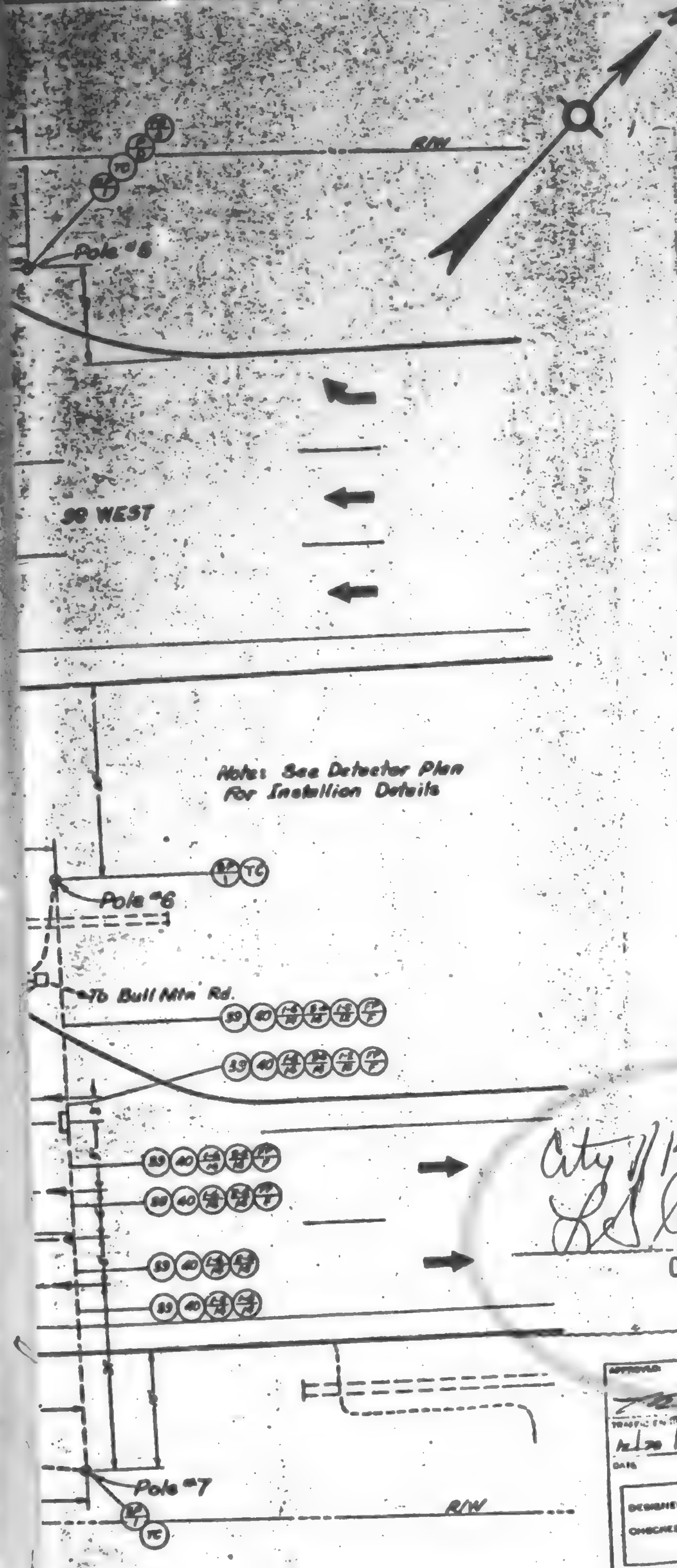
Per Faye, Acctg.
Rec'd ck
3-17-81
KEH

4

SIGNAL PLAN
PACIFIC HWY. W. AT ROYALTY PARKWAY

SCALE 0 10 20 30 40 50 FEET

1-12-81



Note: See Detector Plan For Installion Details

L E G E N D

EP/1	Existing power pole (power source)
	Remove existing strain pole and flashing beacon
S	Install (S) inch electrical conduit
N	Install (N) No. 14 Type THWN wire
N/G	Install (N) No. (G) Type TW wire
C	Install one No. 6 Type THWN wire (signal system common)
X-N/G	Install (X)-(N) wire No. (G) control cable
39	Install 3/8-inch galvanized steel messenger cable
40	Install 3/4-inch galvanized steel tether wire (see tether wire detail)
54	Install service cabinet with 40 amp 2P circuit breaker
C	Install Model 170 controller in Model 332 cabinet
MP/1	Install traffic signal mast arm pole
SM/1	Install combination strain and mast arm pole
SP/1	Install strain pole
MA/L	Install (L) foot traffic signal mast arm
PP/1	Install pedestrian signal pedestal with frangible base
V/Ph	Install (Ph) phase vehicle signal
PV/Ph	Install (Ph) phase programmed vehicle signal
P/T	Install Type (T) pedestrian signal (modified)
PB/Ph	Install (Ph) phase pedestrian pushbutton with instruction sign
IS/LT	Install interior-illuminated "LEFT TURN SIGNAL" sign
IS/RA	Install interior-illuminated right arrow "ONLY" sign
FP	Install fire preemption device in controller cabinet
FP/D	Install fire preemption detector unit
FP/F	Install fire preemption detector feeder cable
TC	Install terminal cabinet
MS	Install 120-volt meter base
Int	Install signal interconnect wire (see special provisions)

S = Size shown

T = Type shown

N = Number shown

X = Number of conductors shown

Ph = Phase shown

G = AWG size shown

L = Length shown

456-12"R, 12"Y, 12"G

458-12"R, 12"Y, 12"GLTA

City of King City

Les Carroll

CITY APPROVAL mayor

1/12/81

DATE

APPROVED

TRAFFIC ENGINEER

12/30/80

DATE

DESIGNED BY: JB

CHECKED BY: WJ

OREGON STATE HIGHWAY DIVISION

[illegible]

TRAFFIC SIGNAL INSTALLATION
PACIFIC HWY. W. AT ROYALTY PARKWAY SECTION
PACIFIC HIGHWAY WEST
WASHINGTON COUNTY

DATE December 1980

Accompanied By Dwgs. 1470, 1471, 1472, 1473, 1488, 1489, 35009, 35010, 4979, 4980, 4981.

T.E. DWG. NO. 4978

9255

November 3, 1980

City of King City
15330 S.W. 116th Avenue
Portland, OR 97223

AGR 6

Attention: Acting City Recorder

MISC. CONTRACTS and
AGREEMENTS No. 7299

Gentlemen:

Attached for your records is a fully executed copy of an agreement covering the installation of traffic signals on the Pacific Highway West at Royalty Parkway at King City.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

dms
Attachment

bc: Don Harwell (agree. att.)

9258

City of King City
15390 S.W. 116th Avenue
Portland, Oregon
97223

10-15-80

RESOLUTION #59

WHEREAS - -

The State of Oregon is installing a traffic signal at Pacific Highway and Royalty Parkway at the entrance to King City and

WHEREAS - -

The State of Oregon has effected a Construction - Finance Agreement between the State of Oregon and the City of King City - and

WHEREAS - -

The State of Oregon has requested that a Resolution of Authorization to accept such agreement accompany the signed Agreement ...NOW

THEREFORE - -

Be it resolved that the City of King City, acting thru and by the City Council did so authorize the acceptance and signing of the above Agreement at the regular meeting October 15, 1980.

Passed and approved by the Council this 15th day of October 1980.

L.S. Parrell
Mayor

From Metro JON ROSE
Date 10/21/80
To [redacted]
[✓ Program Mgmt] Traffic Region 1
Comments: Here are 3 copies of the agreement for maintenance and power on the 99W @ Royalty Pkwy Signal, signed and approved. Please process.

PROJECT MANAGEMENT BRANCH
ASHE ☐ STE ☐
PLE ☐ RE ☐ PRE ☐
OCT 21 1980
REFERRED TO ______
FOR ______
FILE: PM FA LG.

9250

October 2, 1989

Tualatin Rural Fire Protection District
P. O. Box 127
Tualatin, OR 97062

AGR

Attention: Joe Chamberlain

MISC. CONTRACTS and
AGREEMENTS No. 7299

Gentlemen:

Attached for your files is a fully executed copy of an agreement covering the installation of emergency vehicle pre-emption devices on the Beaverton-Tualatin Highway at Hunziker and Scoffins Streets in Washington County.

Also attached for your files is a fully executed copy of an agreement covering the installation of emergency vehicle pre-emption devices on the Pacific Highway West at Royalty Parkway in Washington County.

We have retained fully executed copies of each agreement for the Transportation Commission's files.

Sincerely,

Robert V. Gormsen
COMMISSION SERVICES

kkr
Attachments

bc: Don Harwell (agreement attached)

9258

1W

ENVIRONMENTAL REVIEW CHECKLIST

ALL CLEAR 9/19/80

Donald L Ront

Feb 26, '81
~~November 20, 1980~~ Bid Letting ____________ All Clear Deadline

SECTION Pacific Hwy. W. @ Royalty Parkway
Highway Pacific Highway West
County Washington Region 1
Type of Work 3 Ph Signal Funds State
State ____ Consultant ____ Plans Avail. ___ Yes ___ No

	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR	
DOCUMENTS:						N/A No Fed Funds
EIS	☒	☐	☐	☐	☐	
Negative Declaration	☒	☐	☐	☐	☐	
Project Assessment	☒	☐	☐	☐	☐	
Write-off Letter	☒	☐	☐	☐	☐	

PERMITS:

Division of State Lands	☒	☐	☐	☐	☐	
D.O.G.M.I.	☒	☐	☐	☐	☐	
Corps of Engineers	☒	☐	☐	☐	☐	
Coast Guard	☒	☐	☐	☐	☐	
Co. Conditional Use	☒	☐	☐	☐	☐	
NPS Air Pollution	☒	☐	☐	☐	☐	
NPS Water Pollution	☐	☐	☐	☐	☐	
	☐	☐	☐	☐	☐	
	☐	☐	☐	☐	☐	

CULTURAL:

Cultural Survey	☒	☐	☐	☐	☐	
Cultural Salvage	☒	☐	☐	☐	☐	

NOISE:

Noise Study	☐	☐	☐	☐	☐	

9258

34-1411

PACIFIC HIGHWAY WEST

@ Royalty Parkway

Traffic Signal Installation

Narrative Report & Estimate

Richard L. Fleming

December 3, 1979

Work to be done: Install 3-Phase Traffic Signal. Remove striping in storage area between north and southbound traffic. Existing roadbed and striping on 99W and Royalty Parkway should be adequate.

Estimated Cost:	3-Phase Signal	$45,000.00
	Eng'r. & Cont. = 20%	9,000.00
	TOTAL	$54,000.00

9258

(PHRC001)

1 W

11-23-79

Note prefix No
Change on
Pac. Hwy W @ Royalty Pkwy

STATE HIGHWAY DIVISION

RITY FOR SURVEY

Parkway

#1W

#34

Date November 15, 1979

Authorization No. 34-1412

Survey Prefix
(Assigned by Salem office)

fic Highway West with Royalty Parkway.

Versteeg
Anderson
Christensen
Olson
Sullivan
Terpin
Trout
Wekerlig

RECEIVED
JAN 3 1980
ROAD DESIGN
SECTION

Do Not File
Return To
Bring Up / /
Action

Purpose of survey:

To prepare plans, specifications and estimates for signalization.
Approved for PE Only - STATE FUNDS

Estimate of cost:

Field	901	2,000
Final Design	905	500
Signing	911	2,500
Utility	914	500
Specification	921	750
Administrative	922	50
Environmental	923	50

Total estimated cost of survey $ 6,350

Previous authorization

Additional authorization requested

Additional authorization approved (Salem)

Total all authorizations approved (Salem)

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

RECEIVED
NOV 16 1979
LOCATION
SECTION

Requests made by:

Field Engineer

Recommended for Approval:

Regional Engineer

Recommended for Approval: Frank E. Terpin
Location Engineer

Approved:
Assistant State Highway Engineer

SP*23604-734

BEN GIFFORD

•1981 Tualatin Valley Hwy. @ 9259
•SW 219th Ave. Sec.
•(Traffic signals)

C4A 7075
7440

9-17-79
2-3-81

9259

VICTOR ATIYEH
GOVERNOR

Department of Transportation
STATE HIGHWAY DIVISION

IN REPLY REFER TO
FILE NO.:

June 4, 1982

CON 5

Linnco Electric Co.
P. O. Box 925
Albany, OR 97321

Gentlemen:

Re: Time Extension Request
Tualatin Valley Hwy. @
S.W. 219th Ave.
Contract No. 9259
FAP No. HES-81(1)

We have given careful review to your letter of April 23 appealing our previous decision to deny your request for additional contract time on the above project. We find that you are correct and that we did not properly consider the fact that 3M was a sole source supplier for the traffic signal head.

A time extension of 16 calendar days is granted due to the late delivery of the 3M signal head. This will eliminate all liquidated damages on this contract.

Sincerely,

C T Keasey

C. T. Keasey, P.E., P.L.S.
Construction Engineer

CTK:OBJ:mk

bc: W. E. Schwartz/att.
Al Harwood/att.
Jerry Street/att.
FHWA/att.
Bob Church

NOTED
W. E. SCHWARTZ

RECEIVED
STATE HWY ENGR
JUN 7 '82
REFER TO
FOR

Info	Invest	R/D	D/R	Sign	Act	File

Form 734-3123

STATE OF OREGON

INTEROFFICE MEMO

TO: M.A. Craft
Region I Construction Engineer

DATE: May 14, 1982

FROM: Jerry C. Street
Project Manager

Jerry C. Street

SUBJECT: Tualatin Valley Highway at SW 219th Avenue
Tualatin Valley Highway
Contract No. 9259
Time Extension Claim

OM MRE OE PPM CE
TOS RECEIVED ME
US MAY 18 1982 PDM
CSA Metro Region TAM
SO PA EM LM

As per your instructions, written on Bryant Jackmond's May 12, 1982, Letter, I have reviewed the Project records. The Contractor did not have his Traffic Signal Controller pass State Tests until October 20, 1981. The 3-M Signal Heads were available for installation on October 23, 1981. Since State Forces were scheduled up through October 28, 1981, I issued a Stop Work Order from October 23, 1981 thru October 28,1981. The Contractor was not charged any workdays during this time period. The Controller Equipment was delivered and installed on October 29, 1981. The Signals were activated on that date. Therefore, the delivery of the 3-M Signal Head Equipment controlled the completion of the Project as sole cause from October 20, 1981, until completion date. If the late delivery of 3-M Signal Heads is excusable, then the successful passing of State Testing by the Traffic Signal Controller Equipment controlled the work time. This overrun of the time limit would then be between October 8, 1981 and October 20, 1981 or 13 days. Therfore, the Contractor should be allowed a time extension of 16 days - 13 days or 3 days. I recommend we grant the Contractor an additional 3 days.

JCS:ah

6-3-82
<TK -
Upon checking with Traffic Sect. I found that 3-M was the sole source of supply for the programmed signal head. Therefore, we should grant a time extension to Oct. 23, or 16 calendar days.

RECEIVED
JUN 1 1982
CONSTRUCTION SECTION

___ CE ___ ___ OM ___
___ CAE ___ ___ CA ___
___ FOE ___ ___ LF ___
___ OCS ___ ___ TC ___
___ SCS ___ ___ FE ___
___ EEO ___ ___ CP ___

CC: Bryant Jackmond

13 days attributable to controller testing.
16 - 1 = 3 days recommended.

Marvin Craft
5-28-82

61-125-1387

9259 6-2-82 file L.

REPORT OF ACTION UNDER DELEGATED AUTHORITY BY CONSTRUCTION ENGINEER

On behalf of the Commission and under authority delegated to me to accept contracts completed according to specifications, I accepted the following:

Contractor and Contract No.	Section and County	Acceptance Date
Cascade Const. Co. No. 9327	Arterial St. Overlay Proj. No. 2 (Portland) Multnomah County	May 12, 1982
Linnco Electric Co. No. 9259	Tualatin Valley Hwy. @ SW 219th Washington County	May 14, 1982
Douglas S. Coats, Inc. No. 9268	Klamath Strait Bridge Klamath County	May 17, 1982
Mocon Corp. No. 8747	NE Glisan St. U'Xing. Multnomah County	May 19, 1982
R. L. Coats No. 9288	Redmond SCL-Whittemore Rd. N. Unit Deschutes County	May 25, 1982
Baker Redi-Mix, Inc. No. 9321	Bensel Rd.-Hermiston Ditch Umatilla County	May 25, 1982
N. Santiam Paving Co. No. 9326	Alexandra Ave.-Hardcastle Ave. Marion County	May 27, 1982
Steeck Electric Co. No. 9279	Crater Lake Hwy. @ Lake of the Woods Hwy., Ave. "G" & Linn Rd. Jackson County	May 28, 1982
Linnco Electric Co. No. 9258	Pac.Hwy.W. @ Royalty Parkway Washington County	May 28, 1982
Hansen Electric Co. No. 9180	Beaverton/Tigard Hwy. @ Walker Rd. Intchge. Washington County	May 28, 1982

June 2, 1982 CT Keasey

C. T. Keasey, P.E., P.L.S.
Construction Engineer

9259

May 21, 1982

Corroon & Black of Oregon
P. O. Box 8699
Portland, OR 97207

CON 5
#9259

Gentlemen or Ladies:

On May 17, 1982, we wrote to you concerning release of final payment on Contract No. 9259 awarded to Linnco Electric Co. for traffic signal installation on Tualatin Valley Highway at S.W. 219th Avenue in Washington County.

Final payment on this contract is $1,000.40 and the total contract amount is $44,366.16. No work was performed under force account.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

js
cc: Linnco Electric Co.
P. O. Box 925
Albany, OR 97321

Employers Insurance of Wausau
2000 Westwood Drive
Wausau, WI 54401

bc: C. T. Keasey
WaltHart
E. L. Hardt

9259

L.

VICTOR ATIYEH
GOVERNOR

Department of Transportation
STATE HIGHWAY DIVISION

IN REPLY REFER TO
FILE NO.:

April 19, 1982

CON 5 #9259

Linnco Electric Co.
P.O. Box 925
Albany, OR 97321

RE: Time Extension Request
Tualatin Valley Hwy. @
S.W. 219th Ave.
Contract No. 9259

Gentlemen:

Your request for additional contract time in which to complete the above project has been carefully reviewed. Late delivery of materials, in this case traffic signal head, is not a "bonafide cause" for additional contract time and your request must therefore be denied. There remains 16 dalendar days of liquidated damages under this contract.

Should you wish to submit additional data or to further review this matter, please contact Project Manager Jerry Street.

Sincerely,

C. T. Keasey, P.E., P.L.S.
Construction Engineer

CTK:cb

bc: W. E. Schwartz (att. 1 ltr.) ✓
Al Harwood "
Jerry Street "

J

RECEIVED
STATE HWY ENGR
APR 19 '82
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

Form 734-3123

this time extension claim on the grounds that the timely supply of materials needed for completion of a project is in the control of the Contractor. It is up to the Contractor to select a material supplier who will deliver materials on time.

JCS:ah

Attachments

4-16-82

CTK-

I concur with Region and Project Manager and recommed that this request be denied.

STATE OF OREGON **INTEROFFICE MEMO**

DATE: April 12, 1982

TO: M.A. Craft
Region I Construction Engineer

FROM: Jerry C. Street
Project Manager

Jerry C. Street

SUBJECT: Tualatin Valley Hwy @ SW 219th Ave
Tualatin Valley Highway
Contract No. 9259
Time Extension Claim

OM MRE OE PPM CE
TOS RECEIVED ME
US APR 14 1982 PDM
CSA Metro Region TAM
SO PA EM LM

Attached for your review find the following documents:

1. Two copies of Linnco Electric Co. transmittal Letter dated April 5, 1982.
2. Two copies of Contractor's Request for Adjustment of Contract Time.
3. Two copies of 3M Letter dated October 7, 1981.
4. Two copies of 3M Letter dated March 22, 1982.

The Contract time overran the Special Provision Time Limit of 190 Calendar Days by 16 days. This is the amount of days the Contractor has been assessed as Liquidated Damages in the Semi-Final Estimate. The 190 Calendar Day Count commenced on April 1, 1981. On October 7, 1981,(the 190 Calendar Days charge), the Project was complete except for installation of programmed traffic signal head and controller equipment. This traffic signal head was not delivered to the job site and installed until October 22, 1981. At this time a Stop Work Order was issued and no time charged until October 29, 1981, when State Forces delivered Controller Equipment to the site. The equipment was installed and signals activated on that date. The project was accepted for 2nd Notification on that date.

The major reason this Contract overran the time limit by 16 days was due to the late delivery ot programmed traffic signal head equipment. The signal head supplier, 3M of St. Paul, Minnesota, has written 2 Letters to explain that one of their vendors of components for the head made some bad castings in 1981 after 18 years of good service. By the time 3M was advised of this problem 6 months worth of lenses were in some form of production or on the street. The 3M Company worked closely with the vendor to correct the problem, but various projects have been delayed by this error.

In reviewing the Standard Specifications for Highway Construction, 1974 Edition, Section 108, pages 70 thru 72, I am instructed to rule out Contractor control type errors and delays as justification for adjustment of Contract Time. Therefore, I must reject

CC: Bryant Jackmont – with original attachments.
I agree with Jerry Streets statements and his
[illegible]

81-125-1387

9259

4

FORM [illegible]

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: TUALATIN VALLEY HWY @ SW 219th AVENUE

WEEK ENDING: April 10, 1982

SECTION PREFIX: 134-8222

HIGHWAY: TUALATIN VALLEY

COUNTY: WASHINGTON

NAME OF JOB: TUALATIN VALLEY HWY @ SW 219th

KIND OF WORK: TRAFFIC SIGNAL INSTALLATION

CONTRACTOR: LINNCO ELECTRIC CO.

CONTRACT NUMBER: 9259

FEDERAL AID PROJECT NUMBER: STATE

DATE OF CONTRACT: MARCH 20, 1981

DATE WORK STARTED: JUNE 15, 1981

ESTIMATED COMPLETION DATE:

AVERAGE FORCE ON PROJECT FOR THE WEEK:

MEN: 0 SUPERVISION: 0

SPECIFIED WORK DAYS:

SPECIFIED CALENDAR DAYS: 190

SPECIFIED COMPLETION DATE:

WORK DAYS USED:

CALENDAR DAYS USED: 206

PERCENT OF TIME ELAPSED: 108

PROJECT AUTHORIZATION: $ 56,394.69

EXCLUSIVE OF ENGINEERING: $ 51,469.39

ESTIMATED COST OF COMPLETED PROJECT. EXCLUSIVE OF ENGINEERING: $ 51,469.39

ESTIMATED PERCENT: OVERRUN / UNDERRUN 0.00 %

ENGINEERING AUTHORIZATION: $ 4,925.30

ENGINEERING COST TO DATE: $ 10,700.00

PERCENT OF AUTHORIZATION: 217 %

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 99

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 95

DATE PROJECT WAS COMPLETED: OCTOBER 29, 1981

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.		CONDUIT FOOTINGS	POLES	WIRING	SIGNALS	FIRE PRE-EMP SYSTEM		
PERCENT		100	100	100	100	100		

		WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	4	Rain	0		
MONDAY	5	Rain	0		
TUESDAY	6	Cloudy	0		
WEDNESDAY	7	Partly Cloudy	0		
THURSDAY	8	Fair	0		
FRIDAY	9	Fair	0		
SATURDAY	10		0		

K ASHE
CAE
FOB
QCE
SCS
EEO

RECEIVED
APR 12 1982
CONSTRUCTION BRANCH

OM
CA
TC
CP

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

Apr 4 SUNDAY	NO ACTIVITY
Apr 5 MONDAY	NO ACTIVITY
Apr 6 TUESDAY	NO ACTIVITY
Apr 7 WEDNESDAY	NO ACTIVITY
Apr 8 THURSDAY	NO ACTIVITY
Apr 9 FRIDAY	NO ACTIVITY
Apr 10 SATURDAY	NO ACTIVITY

REMARKS

PROJECT STATUS: Signals were activated on October 29, 1981.
All field work is complete.

ANTICIPATED NEXT WEEK: Submit SEMI-FINAL ESTIMATE.

THIS WILL BE THE LAST WEEKLY REPORT.

SIGNED Jerry C. Street LOCATION West Linn, Orego
JERRY C. STREET, PORJECT MANAGER

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP-F216

9259

CL-82-35

1859
VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

FILED
MAR 16 1982
NORMA PAULUS
SECRETARY OF STATE

March 15, 1982

EPLY REFER TO
NO:

Salter, McKeehen, Gudger & Rabine
59 East 11th Ave., Suite A
Eugene, OR 97401

CON 5
#9259

Attention: Monte C. McKeehen

RECEIVED
MAR 16 1982
NORMA PAULUS
SECRETARY OF STATE

Gentlemen:

This will acknowledge receipt of your letter of March 3, 1982, with attached claim and invoice from Signals and Control Systems, Inc., for equipment and labor provided to Linnco Electric Company in the amount of $4,813.

The claim states this is in reference to the Linnco Electric Company contract No. 9259 for traffic signal installation on the Tualatin Valley Highway at S.W. 219th Avenue in Washington County.

The Employers Insurance of Wausau through Corroon and Black of Oregon furnished the performance bond on this contract. We will advise them and the contractor of the receipt of this claim. We will also forward it to the Secretary of State for filing.

Please advise this office (121 Transportation Building, Salem, OR 97310) when your client's claim has been satisfied.

Sincerely,

Robert Gormsen

Robert W. Gormsen
COMMISSION SERVICES

RECEIVED
MAR 17 1982
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

js

cc: Linnco Electric Co.
P. O. Box 925
Albany, OR 97321

Employers Insurance of Wausau
2000 Westwood Drive
Wausau, WI 54401

Corroon & Black of Oregon
P. O. Box 8699
Portland, OR 97207

bc: ✓ Secretary of State - please acknowledge receipt of the attached claim on the enclosed copy of this letter.

NOTED O
4-1-82 dmc

Law Offices
SALTER, McKEEHEN, GUDGER & RABINE
a professional corporation
59 East 11th Avenue, Suite A
Eugene, Oregon 97401

Charles M. Gudger III
Monte C. McKeehen
Robert A. Rabine*
James R. B. Salter*
Carleton H. A. Taber**
Kevin Patrick Dolan*
Lewis Lynn Ellsworth**
J. B. Ransom*
Robert Owen Middleton*

*Member Washington Bar only
**Member Washington and California Bars
All others Oregon Bar only

Eugene Office
Telex 152556 SENTAC
Telephone (503) 686-2244

Seattle Office
3300 Westin Building
Seattle, Washington 98121
(206) 624-3216

Please reply to Eugene office

March 3, 1982

State of Oregon
Department of Transportation
Transportation Building
Salem, OR 97310

Re: Claims on Performance Bonds
Claimant: Signals & Control Systems, Inc.
General Contractors: Hertz Electric, Inc.
Linnco Electric Co.
Contract Nos.: 9246,9258,9259

Gentlemen:

Enclosed for filing is a certified true copy of Claims on Performance Bonds in the above-entitled matters.

Very truly yours,

SALTER, McKEEHEN, GUDGER & RABINE

Monte C. McKeehen

MCm/lm

encl.

RECEIVED
MAR 4 1982
COMMISSION [illegible]ICES
DEPARTMENT OF TRANSPORTATION

CLAIM ON PERFORMANCE BOND

TO: OREGON DEPARTMENT OF TRANSPORTATION, by and through the Oregon State Highway Division:

NOTICE IS HEREBY GIVEN that the undersigned, SIGNALS & CONTROL SYSTEMS, INC., a Washington corporation, has a claim for certain traffic signal equipment and related labor involved in the installation thereof. The person by whom said equipment was furnished was Signals & Control Systems, Inc., by and through its officers and employees, and the person performing said labor to assist in the installation was Signals & Control Systems, Inc., by and through its officers and employees, Gordon O. Dale and/or David Edwin Naf; said claim is in the sum of $4,813.00 against the bond taken from Linnco Electric Co., P.O. Box 925, Albany, Oregon 97321 and the surety thereon being Employers Insurance of Wausau, bearing bond date of 3/20/81, for the furnishing of the equipments mentioned above and related labor to assist in the installation on the Tualatin Valley Highway at S.W. 219th Ave. project in reference to Oregon State Highway job contract No. 9259. Said equipment and labor was provided by claimant to Linnco Electric Co., P.O. Box 925, Albany, Oregon 97321.

A further description of the materials supplied is attached hereto, marked Exhibit A, and incorporated herein.

This notice is being filed with the Secretary of State's office or the Clerk or Auditor of the Oregon Department of Transportation, by and through the Oregon State Highway Division, according to and in conformance with ORS 279.528.

DATED this 28th day of January, 1982.

SIGNALS & CONTROL SYSTEMS, INC.

By ____________________
David E. Naf, President

RECEIVED
MAR [illegible]
COMMISSION [illegible]
DEPARTMENT OF TRANSPORTATION

[illegible] TO BE
[illegible] Copy

[illegible] ________________

Signals & Control Systems, Inc.
4580 15[illegible] AVE. N.E. • REDMOND, WASHINGT[illegible] 98052
(206) 885-7443

EXHIBIT A

SOLD TO [illegible] (PURCHASER)
[illegible]

SHIPPED TO [illegible]
[illegible]

ES:

CE DATE	DATE SHIPPED	SHIPPED VIA	YOUR ORDER NO	FOB	TERMS	INVOICE NO
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible] 30	[illegible]

UANTITY	DESCRIPTION	PRICE	AMOUNT
1	170 CONTROLLER IN 332 CABINET		
9	SIGNAL HEADS WITH BACKPLATES & MOUNTS		
6	PED PUSHBUTTONS & SIGNS		
[illegible]	MOUNTING HARDWARE FOR PED HEADS		
[illegible]	[illegible] BACKPLATES		
	[illegible]		9,745 80

Paid
12-30-81
#16746
$4537 08

RECEIVED
MAR 4 1982
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

TERMS AND CONDITIONS ON REVERSE SIDE

ACCOUNTING THANK YOU

.9259

February 27, 1981

ACC

Washington County Board
of Commissioners
Courthouse
Hillsboro, Oregon 97123

Attn: Mike Borresen
Project Development Engineer

Gentlemen:

On February 26, 1981 the Highway Division received a satisfactory bid from Linnco Electric Co., P.O. Box 926, Albany, Oregon 97321, Phone 926-4226, for the installation of traffic signals on the Tualatin Valley Highway at 219th Avenue.

According to Agreement No. 7075, the County's agreed Advance Deposit for its share of project cost is $45,000.00. The attached sheet describes three options for making your advance deposit. We will award the contract when we receive your advance deposit, which should arrive not later than March 20, 1981.

Very truly yours,

ORIGINAL SIGNED BY
D. E. SWAN

D. E. Swan
Operation Programming Engineer

KEH:pf
Attachment

bcc W/AD # 867: Jon Rose, Region M Federal Aid Engineer
Vern Skoog - Please return completed AD # 867
when advance deposit is received.

9259

February 27, 1981

ACC

Washington County Fire District No. 1
17880 S.W. Blanton Street
Beaverton, Oregon 97006

Gentlemen:

On February 26, 1981 we received a satisfactory bid from Linnco Electric Co., P.O. Box 926, Albany, Oregon 97321, Phone 926-4266, for installation of traffic signals on the Tualatin Valley Highway at 219th Avenue.

As described in Agreement No. 7440, the financial sharing of the cost of the pre-emption devices is:

Fire Pre-emption System Bid Item	$5,518.00
Opticom Testing	900.00
ESTIMATED COST PRE-EMPTION SYSTEM	$6,418.00
District's Share: 50% of $6,418.00	$3,209.00
District's Advance Deposit (rounded)	$3,200.00

We will award the contract when we receive your advance deposit. Your check, payable to the Oregon State Highway Division, should arrive in Highway Division Accounting, Room 434, Transportation Building, Salem, Oregon 97310, no later than March 20, 1981.

Very truly yours,

ORIGINAL SIGNED BY
D. E. SWAN
D. E. Swan
Operation Programming Engineer

Rec'd check $3200
3-12-81
per Fay in Acctg
KEH

KEH:pf

bcc w/AD # 866: Jon Rose, Region M Federal Aid Engineer
Vern Skoog - Please return completed AD # 866 when advance deposit is received.

9259

February 3, 1981

Washington County Fire District No. 1
17880 S.W. Blanton Street
Beaverton, OR 97006

AGR 4

MISC. CONTRACTS and
AGREEMENTS No. 7440

Gentlemen:

Attached for your records is a fully executed copy of an agreement covering installation, funding and maintenance of emergency vehicle pre-emption devices on traffic signals on the Tualatin Valley Highway at 219th Avenue.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

dms

Attachment

bc: Don Harwell (agreement attached)

9259

29

ENVIRONMENTAL REVIEW CHECKLIST

ALL CLEAR 1/26/81
Donald L Durst

Feb. 26, 1981 Bid Letting ____________ All Clear Deadline

SECTION Tualatin Valley Hwy. @ SW 219th Ave.
Highway Tualatin Valley (29)
County Washington Region 1
Type of Work Signal (3Ph) Funds Others Co/St.
State___ Consultant ___ Plans Avail. ___Yes ___No

N/A No Fed Funds

DOCUMENTS:	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR
EIS	☒	☐	☐	☐	☐
Negative Declaration	☒	☐	☐	☐	☐
Project Assessment	☒	☐	☐	☐	☐
Write-off Letter	☒	☐	☐	☐	☐

PERMITS:	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR
Division of State Lands	☒	☐	☐	☐	☐
D.O.G.M.I.	☒	☐	☐	☐	☐
Corps of Engineers	☒	☐	☐	☐	☐
Coast Guard	☒	☐	☐	☐	☐
Co. Conditional Use	☒	☐	☐	☐	☐
NPS Air Pollution	☒	☐	☐	☐	☐
NPS Water Pollution	☒	☐	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐

CULTURAL:	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR
Cultural Survey	☒	☐	☐	☐	☐
Cultural Salvage	☒	☐	☐	☐	☐

NOISE:	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR
Noise Study	☒	☐	☐	☐	☐

92829 Dawn L.

~~Section~~ Tualatin Valley H[illegible] at S.W. 219 th Ave Programming Estimate $ 72000

Highway Tualatin Valley 12-23-80 Project Length —

County Washington Completion Time 190 CD

Kind of Work Traffic Signal installation Est. Comp. Date

Prefix 34-1416 Letting Date February 26, 1981 Project No. STATE

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount . . . . $ 59,479.00

Anticipated Additional Items:

Royalty Payment.	
Permit Fees	
Slide Correction	
Railroad Protective Costs	
Other Railroad Costs	
Permanent Signing	
Permanent Pavement Striping.	1,000
Temporary Pavement Striping.	
Remove Pavement Striping (Exist. & Temp.) . . .	
Temporary Erosion Control	
State Furnished Controller Software	500
Roadside Seeding & Mulching	
Asphalt Cement Adjustment	
On the Job Trainees	
State Responsibility for Damages	
Signal Controller Testing (Engineering)	1,100
~~Bikeway Signs~~ . State Opticom Testing (Engineering)	900
Furnish Mailbox Posts	
Adjust Utilities:	

$ 3,500.00

Subtotal $ 62,979.00

Contingencies (4-1/2%) 2,834.06

Engineering ([illegible] 10%) 6,297.90

Subtotal $

Credit for . . . .

Estimated Net Authorization, Construction $72,110.96

APPROVED

Road Design Engineer

cc: to JON Roe 12-23-80

county pays set amount, $45,000

OREGON STATE HIGHWAY DIVISION

SU ARY--BID SCHEDULE--COST ESTIMAT

Sheet 1 of 1

Date 12-22-80

ction Tualatin Valley Hwy. at S.W. 219th Ave

County Washington

ind Of Work Traffic Signal installation

Length —

Name Butler

o	Item	Code	Unit	Quant.	Unit Cost	Total
1	Temporary Protection and Direction of Traffic		Lump Sum	All	Lump Sum	1,040–
2	Temporary Signs		Sq. Ft.	144	6.00	864–
3	Flagmen		Hour	30	23.50	705–
	Traffic Signal installation, Complete		Lump Sum	All	Lump Sum	51,520
	Fire Pre-emption System, Complete		Lump Sum	All	Lump Sum	5,350–
	Total					59,479

9259

LOCATION PROSPECTUS

29

TE: SHADED AREAS
TO BE COMPLETED
IN SALEM OFFICE

OREGON DEPARTMENT OF TRANSPORTATION
LOCATION UNIT

DATE ~~12/11/79~~

PREFIX

ENTIFICATION

OJECT NAME: Tualatin Valley Highway at SW 219th Avenue

HWAY NAME: Tualatin Valley

HIGHWAY NUMBER: 29

GION: I

ADMINISTRATIVE DISTRICT: 2A

COUNTY: Washington

CITY:

NGTH: 0.0

MILEPOST NUMBER: 8.32 TO

☐ RURAL ☒ URBAN

CAL GOVERNMENT PROJECT? ☒ YES ☐ NO

IF YES, UNIT OF GOVERNMENT: Washington County

PE OF FUNDS: ☐ FAI ☐ FAP ☐ FAS ☒ STATE ☐ FAUS ☒ OTHER County

THOD OF CONSTRUCTION: ☒ CONTRACT ☐ STATE FORCE ☐ OTHER

PE OF WORK: ☐ GRADING ☐ PAVING ☐ STRUCTURE ☐ SIGN ☒ SIGNAL ☐ ILLUMINATION ☐ ROADSIDE IMPROVEMENT ☐ OTHER

OJECT DESCRIPTION

Install a three-phase traffic control signal at the intersection of the Tualatin Valley Highway at SW 219th Avenue.

REFERRED TO
Beard
Stoudenmeyer
Cole
Sample
Erikson
Watson ✓
Lau
Hager
Dorn
[✓ Return] Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

1 Versteeg ✓
Anderson
2 Christensen
3 Olson
Sullivan
Terpin
Trout
4 Wakerlig

RECEIVED
MAR 19 1980
ROAD DESIGN SECTION

Do Not File ☐
turn To
ring
Action

- TRAFFIC DATA

XISTING AVERAGE DAILY TRAFFIC (YEAR-VOLUME): 1978 - 23,300

PROJECTED AVERAGE DAILY TRAFFIC (YEAR-VOLUME):

LEVEL OF SERVICE	A	B	C	D	E	F
EXISTING	☐	☐	☐	☐	☐	☐
PROPOSED	☐	☐	☐	☐	☐	☐

ESIGN SPEED (MPH): 55

DESIGN STANDARDS:

TRAFFIC ANALYSIS: ☐ LIGHT ☐ MEDIUM ☐ HEAVY

ATURES	EXISTING NUMBER AND WIDTH		PROPOSED NUMBER AND WIDTH	
EL LANES	T-V Hwy 4 - 12'	SW 219th 2 - 12'	T-V Hwy. same	SW 219th same
LDERS	4'-6' each side	None	Same	Same
ANS	12' turn lane	None	Same	Same
ING LANES				
ALKS				
AYS				
HANGES				
ER:	Note: Washington County is planning to reconstruct SW 219th as part of another project. This signal installation will be designed to accommodate future improvements on SW 219th.			

	YES	NO	MAYBE
lization (Striping)	☒	☐	☐
tage Roads	☐	☒	☐
fic Signals	☒	☐	☐
ing	☒	☐	☐
mination	☐	☒	☐
uctures	☐	☒	☐
tage Construction	☐	☒	☐
edestrian Crossing	☐	☒	☐
st Area	☐	☒	☐
ck Scale Site	☐	☒	☐
dscaping	☐	☒	☐
ainage	☐	☒	☐
River ______	☐	☒	☐
Stream ______	☐	☒	☐
Storm Sewer	☐	☒	☐
Sanitary Sewer	☐	☒	☐
ight of Way (Investigation)	☒	☐	☐
Simple Acquisition	☐	☒	☐
mplex Acquisition	☐	☒	☐

	YES	NO	MAYB
Right of Way (cont.) Improvements	☐	☒	☐
Access Control	☐	☒	☐
Railroad Crossing	☐	☒	☐
At Grade	☐	☒	☐
Separated	☐	☒	☐
Railroad Encroachment	☐	☒	☐
Permits	☐	☒	☐
Conditional Use	☐	☒	☐
Flood Plain	☐	☒	☐
Irrigation District	☐	☒	☐
Water District	☐	☒	☐
Drainage District	☐	☒	☐
Div. of State Lands	☐	☒	☐
Dept. of Geology & Min. Ind.	☐	☒	☐
Corps of Engineers	☐	☒	☐
Coast Guard	☐	☒	☐
DEQ NPS Air Pollution	☐	☒	☐
DEQ NPS Water Pollution	☐	☒	☐
Building	☐	☒	☐

FEATURES (cont.)

	YES	NO	MAYBE
Agreements (City-County Etc.)	☒	☐	☐
Environmental Assessment	☐	☒	☐
Statewide Assessment	☐	☒	☐
Negative Declaration	☐	☒	☐
Environmental Impact Statement	☐	☒	☐
4-F Statement	☐	☒	☐
Citizen Advisory Committee	☐	☒	☐
Public Hearing ____	☐	☒	☐
Borrow Source	☐	☒	☐
Material Source	☐	☒	☐
Utilities	☐	☐	☒

Type ____

	YES	NO	MAY
Hydraulics Study	☐	☒	☐
Soils Investigation	☐	☒	☐
Airport Clearance	☐	☒	☐
Economic Analysis	☐	☒	☐
Requires Field Survey	☒	☐	☐
Old Survey Available	☐	☒	☐
Requires Vicinity Map	☒	☐	☐
Requires Photogrammetry	☐	☒	☐
Requires Reconnaissance Survey	☐	☒	☐
Reconnaissance Available	☐	☒	☐
Design Review	☐	☒	☐

- WORK ITEMS

	TO BE PERFORMED BY APPLICANT	 STATE	 CONSULTANT
PRELIMINARY ENGINEERING	☐	☒	☐
RIGHT-OF-WAY	☐	☐	☐
CONSTRUCTION ENGINEERING	☐	☒	☐

5 - DURATION TIMES (MONTHS)

	FLOAT	ACTIVE
RECONNAISSANCE SURVEY	( )	N/A
DRAFT ENVIRONMENTAL IMPACT STATEMENT	( )	N/A
CORRIDOR APPROVAL	( )	N/A
FIELD SURVEY	(3.0)	1.0
PRELIMINARY DESIGN	( )	N/A
DESIGN APPROVAL/FINAL EIS	( )	N/A
RIGHT-OF-WAY DESCRIPTIONS	( )	N/A
RIGHT-OF-WAY ACQUISITION	( )	N/A
P.S. & E. DOCUMENTS	( )	3

RECOMMENDED CONSTRUCTION DATE ____ ____

- SUGGESTED BASE DESIGN

[illegible]M	NEW WORK	OVER EXISTIN

- TYPICAL SECTION AND LOCATION

Attach 8½ x 11 inch sheets for general location map and typical section (roadway & structure).

- PROJECT COST ESTIMATES

	REGION	SALEM
PRELIMINARY ENGINEERING	10,800	
RIGHT OF WAY		
TRAFFIC CONTROL (3-Phase Signal)	52,000	
ILLUMINATION		
STRUCTURES		
RAILROAD		
ROADWAY		
OTHER Signing and Striping	3,000	
ENGINEERING & CONTINGENCIES	11,000	
PROJECT TOTAL	76,800	

SUBMITTED BY ______________________

9259

L

STATE OF OREGON

INTEROFFICE MEMO

METRO TECHNICAL SERVICES — DEPT.
238-8231 — TELEPHONE

TO: D.H. MOEHRING, Attn: D.E. Swan
Ass't State Highway Engineer

DATE: December 10, 1979

FROM: MAX J. KLOTZ
Metro Technical Services Engineer

SUBJECT: Tualatin-Valley Highway @ SW 219th Avenue
Traffic Control Signal
Washington County
Planning File 79-44

To TERPIN
12-13-79

Here is our programming packet for the subject project. Included are an authority for survey and a draft location prospectus.

Agreement No. 7075 for this project was approved by the Chairman of the Transportation Commission on September 12, 1979. Since the agreement has been approved, I assume that this signal is now included in the Six-Year Program even though it is not listed in the Preliminary Six-Year Program.

This project is listed on the Traffic Signal Priority List. It meets the warrant for interruption of continuous traffic.

Financing will be through a combination of Washington County ($45,000) and State funds with no federal participation.

Please obligate $10,800 of state funds for preliminary engineering at this time.

js

cc: F.E. Terpin
Metro Tech. Svs. Units

Attachments

Gary

Ap

79-44

AUTHORITY FOR SURVEY

Section Tualatin Valley Highway @ SW 219th Avenue

Date December 7, 1979

Highway Tualatin Valley

Authorization No. 1

County Washington

Survey Prefix ________ (Assigned by Salem office)

Description of termini, route, length, etc.: The project is located at the intersection of SW 219th and T-V Highway at M.P. 8.32 between Hillsboro and Beaverton. SW 219th Ave. is a county road.

Proposed: Install a 3-phase traffic control signal.

Purpose of Survey: Perform field survey, prepare plans, estimate and specifications.

Estimate of cost: $76,800

Funding: State

Estimate of Cost

Field Survey	(901)	3,600
Citizen Participation	(902)	
City of County	(903)	
Consultant	(904)	
Final Design	(905)	1,500
Bridge Design	(906)	
Preliminary Design	(907)	
R/W Description	(909)	
Soils & Geology	(910)	200
Traffic	(911)	3,200
Landscape	(912)	
Liaison R/W	(913)	200
Utility	(914)	300
Photogrammetry	(916)	
Location Studies	(918)	
Engr. Graphics	(919)	
Project Management	(920)	200
Specifications	(921)	1,200
Admin. Services	(922)	200
Environmental	(923)	200
Air Quality Monitoring	(925)	
Foundation Exploration	(926)	
Seminars	(950)	
Hearings	(980)	
Equal Opportunity	(985)	
Advisory Committees	(986)	

Total estimated cost of survey	$ 10,800
Previous authorization	
Additional authorization requested	
Additional authorization approved (Salem)	
Total all authorizations approved (Salem)	

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

Requests made by:

CURTIS H. DUVAL, Metro Location Engineer

Recommended for Approval:

Regional Engineer

M. J. KLOTZ, Metro Technical Services Engineer

Recommended for Approval:

Location Engineer

Approved:

Assistant State Highway Engineer

SP 22604-734

TE: SHADED AREAS
TO BE COMPLETED
IN SALEM OFFICE

LOCATION PROSPECTUS
OREGON DEPARTMENT OF TRANSPORTATION
LOCATION UNIT

DATE 12/11/79
PREFIX

ENTIFICATION

OJECT NAME Tualatin Valley Highway at SW 219th Avenue

GHWAY NAME Tualatin Valley

HIGHWAY NUMBER 29

GION	ADMINISTRATIVE DISTRICT	COUNTY	CITY
I	2A	Washington	

NGTH 0.0

MILEPOST NUMBER 8.32 TO

☐ RURAL ☒ URBAN

CAL GOVERNMENT PROJECT? ☒ YES ☐ NO

IF YES, UNIT OF GOVERNMENT Washington County

PE OF FUNDS ☐ FAI ☐ FAP ☐ FAS ☒ STATE ☐ FAUS ☒ OTHER County

ETHOD OF CONSTRUCTION ☒ CONTRACT ☐ STATE FORCE ☐ OTHER

PE OF WORK ☐ GRADING ☐ PAVING ☐ STRUCTURE ☐ SIGN ☒ SIGNAL ☐ ILLUMINATION ☐ ROADSIDE IMPROVEMENT ☐ OTHER

OJECT DESCRIPTION

Install a three-phase traffic control signal at the intersection of the Tualatin Valley Highway at SW 219th Avenue.

- TRAFFIC DATA

XISTING AVERAGE DAILY TRAFFIC (YEAR-VOLUME) 1978 - 23,300

PROJECTED AVERAGE DAILY TRAFFIC (YEAR-VOLUME)

LEVEL OF SERVICE		A	B	C	D	E	F
	EXISTING	☐	☐	☐	☐	☐	☐
	PROPOSED	☐	☐	☐	☐	☐	☐

ESIGN SPEED (MPH) 55

DESIGN STANDARDS

TRAFFIC ANALYSIS ☐ LIGHT ☐ MEDIUM ☐ HEAVY

ATURES	EXISTING NUMBER AND WIDTH		PROPOSED NUMBER AND WIDTH	
	T-V Hwy	SW 219th	T-V Hwy	SW 219th
EL LANES	4 - 12'	2 - 12'	same	same
LDERS	4'-6' each side	None	Same	Same
ANS	12' turn lane	None	Same	Same
ING LANES				
ALKS				
AYS				
HANGES				
ER:	Note: Washington County is planning to reconstruct SW 219th as part of another project. This signal installation will be designed to accommodate future improvements on SW 219th.			

	YES	NO	MAYBE
alization (Striping)	☒	☐	☐
age Roads	☐	☒	☐
ic Signals	☒	☐	☐
ing	☒	☐	☐
mination	☐	☒	☐
ctures	☐	☒	☐
tage Construction	☐	☒	☐
edestrian Crossing	☐	☒	☐
Area	☐	☒	☐
ck Scale Site	☐	☒	☐
dscaping	☐	☒	☐
inage	☐	☒	☐
River ______	☐	☒	☐
Stream ______	☐	☒	☐
Storm Sewer	☐	☒	☐
Sanitary Sewer	☐	☒	☐
ght of Way (Investigation)	☒	☐	☐
Simple Acquisition	☐	☒	☐
omplex Acquisition	☐	☒	☐
	☐	☒	☐

	YES	NO	MAYBE
Right of Way (cont.)			
Improvements	☐	☒	☐
Access Control	☐	☒	☐
Railroad Crossing	☐	☒	☐
At Grade	☐	☒	☐
Separated	☐	☒	☐
Railroad Encroachment	☐	☒	☐
Permits	☐	☒	☐
Conditional Use	☐	☒	☐
Flood Plain	☐	☒	☐
Irrigation District	☐	☒	☐
Water District	☐	☒	☐
Drainage District	☐	☒	☐
Div. of State Lands	☐	☒	☐
Dept. of Geology & Min. Ind.	☐	☒	☐
Corps of Engineers	☐	☒	☐
Coast Guard	☐	☒	☐
DEQ NPS Air Pollution	☐	☒	☐
DEQ NPS Water Pollution	☐	☒	☐
Building	☐	☒	☐
Fish & Wildlife Approval	☐	☒	☐

FEATURES (cont.)	YES	NO	MAYBE		YES	NO	MAYBE
Agreements (City-County Etc.)	☒	☐	☐	Hydraulics Study	☐	☒	☐
Environmental Assessment	☐	☒	☐	Soils Investigation	☐	☒	☐
Statewide Assessment	☐	☒	☐	Airport Clearance	☐	☒	☐
Negative Declaration	☐	☒	☐	Economic Analysis	☐	☒	☐
Environmental Impact Statement	☐	☒	☐	Requires Field Survey	☒	☐	☐
4-F Statement	☐	☒	☐	Old Survey Available	☐	☒	☐
Citizen Advisory Committee	☐	☒	☐	Requires Vicinity Map	☒	☐	☐
Public Hearing ____________	☐	☒	☐	Requires Photogrammetry	☐	☒	☐
Borrow Source	☐	☒	☐	Requires Reconnaissance Survey	☐	☒	☐
Material Source	☐	☒	☐	Reconnaissance Available	☐	☒	☐
Utilities	☐	☐	☒	Design Review	☐	☒	☐

Type ____________________________

- WORK ITEMS

	TO BE PERFORMED BY		
	APPLICANT	STATE	CONSULTANT
PRELIMINARY ENGINEERING	☐	☒	☐
RIGHT-OF-WAY	☐	☐	☐
CONSTRUCTION ENGINEERING	☐	☒	☐

5 - DURATION TIMES (MONTHS)

	FLOAT	ACTIVE
RECONNAISSANCE SURVEY	( )	N/A
DRAFT ENVIRONMENTAL IMPACT STATEMENT	( )	N/A
CORRIDOR APPROVAL	( )	N/A
FIELD SURVEY	(3.0)	1.0
PRELIMINARY DESIGN	( )	N/A
DESIGN APPROVAL/FINAL EIS	( )	N/A
RIGHT-OF-WAY DESCRIPTIONS	( )	N/A
RIGHT-OF-WAY ACQUISITION	( )	N/A
P.S. & E. DOCUMENTS	( )	

RECOMMENDED CONSTRUCTION DATE ____________ (Region) ____________ (System)

- SUGGESTED BASE DESIGN

ITEM	NEW WORK	OVER EXISTING

- TYPICAL SECTION AND LOCATION

Attach 8½ x 11 inch sheets for general location map and typical section (roadway & structure).

- PROJECT COST ESTIMATES

	REGION	SALEM
PRELIMINARY ENGINEERING	10,800	
RIGHT OF WAY		
TRAFFIC CONTROL (3-Phase Signal)	52,000	
ILLUMINATION		
STRUCTURES		
RAILROAD		
ROADWAY		
OTHER Signing and Striping	3,000	
ENGINEERING & CONTINGENCIES	11,000	
PROJECT TOTAL	76,800	

SUBMITTED BY ______________________

9259

L

September 17, 1979

Washington County Board of Commissioners
Washington County Courthouse
Hillsboro, OR 97123

Attention: Barbara Cameron
Clerk of the Board

MISC. CONTRACTS and
AGREEMENTS No. 7075

Gentlemen:

Attached for your files is a fully executed copy of an agreement for installation of traffic signals on Cedar Hills Boulevard (FAU 9097) at Butner and Barnes Roads.

Also attached is a fully executed copy of an agreement for the installation of traffic signals on the Tualatin Valley Highway at 219th Avenue.

We have retained a fully executed copy of each agreement for the Transportation Commission's files.

Sincerely,

C. W. Head
COMMISSION SERVICES

kkr
Attachments
bc: Don Harwell (agreements attached)

9259

WASHINGTON COUNTY
ADMINISTRATION BUILDING — 150 N. FIRST AVENUE
HILLSBORO, OREGON 97123

BOARD OF COMMISSIONERS
MILLER M. DURIS, Chairman
JIM FISHER, Vice Chairman
VIRGINIA DAGG

DEPT. OF PUBLIC WORKS
JOHN F. CROCKETT, Director
ROOM 201
(503) 648-8886

August 21, 1979

~~Jon Rose~~
~~Federal Aid Engineer~~
~~Oregon Department of Transportation~~
~~5821 N.E. Glisan~~
~~Portland, Oregon 97213~~

Re: Traffic Signals - Cedar Hills Blvd @ Butner/
Barnes Road
[redacted]

Dear Jon:

Enclosed are the signed agreements for the subject projects. Our Board of Commissioners approved these by Minute Order No. 79-442 & Minute Order No. 79-443 dated August 7, 1979. Please return one signed copy.

Sincerely yours,

Michael A. Borresen
Michael A. Borresen
Project Development Engineer

PROJECT MANAGEMENT BRANCH
ASHE ☐ STE ☐
PLE ☐ RE ☐ PRE O
AUG [illegible] 1979
REFERRED TO ____________
FOR ____________
FILE: PM FA LG.

[illegible] PGM PDE TCD SPC
ODOT - METRO
AUG [illegible] 1979

AM PPS FILE T/A

From Metro JON ROSE Date 8/24/79
To [redacted]
[✓ Program Mgmt] Traffic Region 1

Comments: Washington County has signed and returned 3 copies of the subject agreement. This has the approval of the Metro Administrator and is returned for your processing
Jon Rose

9259

P.O.

WASHINGTON COUNTY

Inter-Department Correspondence

Date August 1, 1979
For Meeting of: August 7, 1979

To : Honorable Board of County Commissioners

From : Director of Public Works

Subject : Traffic Signal - S.W. 219th Avenue at T.V. Highway

As a condition for the development of a subdivision north of T.V. Highway on 219th Avenue, the developer was required to pay up to a maximum of $45,000.00 towards the installation of a traffic signal at the subject intersection. During the course of processing an application for such an installation, the State has agreed to handle the design, bid letting, construction and to pay any amount required over the $45,000.00. This would then assure the installation without cost to the County. The only cost the County will have will be future electrical energy costs.

The State has presented us with an agreement to proceed with the project. The County Counsel has reviewed it and approved it as to form.

RECOMMENDATION: Your Board authorize the chairman to execute the prepared agreement with the State of Oregon, Department of Transportation. This will enable the traffic signal project to proceed.

Respectfully submitted,

John F. Crockett

JFC:ja

APPROVED WASHINGTON COUNTY
BOARD OF COMMISSIONERS
MINUTE ORDER # 79-443
DATE 8-7-79
BY BARBARA CAMERON
CLERK OF THE BOARD

9259

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Region 1 - Milwaukie

May 17, 1979

FILE:

Edward L Hardt

FROM: EDWARD L. HARDT
Region Engineer

SUBJECT: Traffic Signal at 219th and Tualatin Valley Hwy.

TO: H. S. COULTER
Highway Engineer

Attached you will find a copy of a letter from Washington County dated May 11 in which they request preparation of an agreement between the Highway Division and the County for installation of a traffic signal at 219th and the Tualatin Valley Highway. They have a developer who has offered to provide a maximum of $45,000 for the installation of this signal, which is on our state-wide priority listing. Unfortunately, our estimate for the cost of the signal is about $55,000. Per our telephone conversation, I am forwarding this request to you for your consideration. My recommendation is to accept the County's offer, since the public will not get this signal any cheaper. If you decide to approve it, an agreement then should be prepared by County/City to formalize the proposal.

ELH/cr
Attachment

APPROVED
H S Coulter
STATE HIGHWAY ENGINEER
DATE: 5/21/79

RECEIVED
STATE HWY ENGR
MAY 18 79
REFER TO
Modeny
FOR

cy Hardt

PROJECT MANAGEMENT
PME ☐ CCE ☐ OH ☐
LCF ☐ FAE ☑ CPE
5 21 79 Rp
File: FM FA
LG CP
TAA

WASHINGTON COUNTY
ADMINISTRATION BUILDING — 150 N. FIRST AVENUE
HILLSBORO, OREGON 97123

BOARD OF COMMISSIONERS
MILLER M. DURIS, Chairman
JIM FISHER, Vice Chairman
VIRGINIA DAGG

DEPT. OF PUBLIC WORKS
JOHN F. CROCKETT, Director
ROOM 201
(503) 648-8886

May 11, 1979

Ron Failmetzger
Regional Traffic Engineer
ODOT - State Highway Division
P.O. Box 02157
Portland, Oregon 97202

Re: Intersection of 219th & T.V. Highway

Dear Ron:

At the May 9th, 1979 Planning Commission meeting, a subdivision was approved (Traschsel Meadows) in which the applicant, in order to address some phasing requirements for his development, agreed to pay for a traffic signal (to a maximum of $45,000) at the intersection of 219th Avenue and T.V. Highway.

The intersection is one that is on a list identifying it as meeting the warrants for a signal, but with no funding available. The listing of intersections was not on a prioritized basis.

In order to get the traffic signal installed, the developer made his offer. Therefore, would you initiate an action for an agreement between the State and the County to install a traffic signal at 219th and T.V. Highway.

Very truly yours,

Tom Spear

Tom Spear
Planning Coordinator

TS:ja

from Traffic Sec
↓
3 phase Signal cost
$41,000 bid
$5,000 Prelim Engr.
$8,200 Const Engr.
$54,200

should Bill G. do this?
Ron

OE [✓ RE] RME RCE BE
TE RECEIVED RSM
UE MAY 15 1979 RSC
SO REGION I RBI
TO

May 9, 1979

Proposed Amended Conditions -- Trachsel Meadows II, 79-133-S

16. The applicant shall provide for the signalization of the intersection of SW 219th and SW Tualatin Valley Highway. The funds for this project shall not exceed $45,000 and shall be provided upon the issuance of building permits for 50 units in Phase II of Trachsel Meadows, or, upon demand by the State of Oregon for contact execution for the signalization program.

17. While Phase III of Trachsel Meadows may be submitted and processed as required in the planning process, the final plat for the lands encompassed in Phase III shall not be recorded until the signal at SW 219th and Tualatin Valley Highway has been installed and is operational.

fr

•1981 Clackamas-Boring Hwy. @ 9260
•SE Foster Rd. Sec. in Damascus.
•(Grading, paving & signals)

CdA 6905

7-23-79

12.6c

S

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

C

In Reply Refer to
File No.:

PRO

Date: November 28, 1983

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

ORIGINAL SIGNED BY
D. E. SWAN

From: D.E. Swan, P.E.
Project Unit Engineer

Subject: Project No. HES-91(1)
Clackamas-Boring @ S.E. Foster Rd.
Clackamas-Boring Highway
Clackamas County

Enclosed is a copy of Mr. Terpin's memo of November 21, 1983 with attachment, which provides justification for an increase in preliminary engineering costs of $4,700.00 with an additional obligation of $4,230.00 in Federal funds.

This information is being forwarded at this time for your consideration at final voucher submission.

RHZ:bkb
Attachment
cc: F.E. Terpin
Shirley Williams
General Files

Form 734-3122

9260 S

nig cc: ~~OSHD (Mr Coulter)~~
Regi[illegible](HCM-010)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL ACCEPTANCE REPORT

REGION NUMBER	REPORT NUMBER	COUNTY	DIVISION
10	4	Clackamas 9-30-83	Oregon

DATE OF REPORT	REPORT MADE BY	PROJECT NO.
9-30-83	T. P. Lowe, Area Engineer	HES-91(1)

COMPLETION DATE	ACCEPTANCE DATE BY CONTRACT AGENCY	TIME ELAPSED	CONTRACT TIME
11-2-81	7-30-82	100 %	200 days

APPROVED EXTENSIONS	LOCATION
--	See below

NOTE - *The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction involving Federal Funds, has been submitted.
*A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

CLACKAMAS - BORING HIGHWAY @ SE. FOSTER ROAD (DAMASCUS)
CLACKAMAS - BORING HIGHWAY
Signals, Grading & Paving

NOTED
W. E. SCHWARTZ

RECEIVED
STATE HWY ENGR
OCT 10 '83
REFER TO Keasey
FOR

Info	Inves	R/D	D/R	Sign	Act	File

Cy 10/17

---TPL---

*NOTE: Not applicable for direct federal projects

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE Thomas P. Lowe TP Lowe		SIGNATURE Glenn K. Hossner Original Signed By G. K. HOSSNER Field Operations Engineer	
TITLE Area Engineer	DATE 9-30-83	TITLE Field Operations Engineer	DATE 10/7/83

FORM FHWA 1446B PREVIOUS EDITIONS MAY BE USED.
(Rev 12-79)

9260

August 23, 1982

Industrial Indemnity Company
Attn: Bond Department
421 S.W. 6th Avenue
Portland, OR 97204

CON 3
#9260

Gentlemen or Ladies:

On August 4, 1982, we wrote to you concerning release of final payment on Contract No. 9260 awarded to Roy L. Houck Construction Co., for work on the Clackamas-Boring Highway at S.E. Foster Road in Damascus, Clackamas County.

Final payment on this contract is $3,678.40 and the total contract amount is $149,646.26. No work was performed under force account.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

dmc

cc: Roy L. Houck Construction Co.
2705 Lancaster Dr., N.E.
Salem, OR 97305

bc: C. T. Keasey
Walt Hart
E. L. Hardt

9260

8-4-82

File

L

REPORT OF ACTION UNDER DELEGATED AUTHORITY BY

ASSISTANT STATE HIGHWAY ENGINEER

On behalf of the Commission and under delegated authority, the following contracts were accepted as being completed according to specifications:

Contractor and Contract No.	Section and County	Acceptance Date
Todd Building Co. No. 9198	Justice Center, Phase 2 Multnomah County	July 12,1982
Mill Plain Elect., Inc. No. 9388	SE Powell Blvd. @ SE 174th Ave. Multnomah County	July 20, 1982
W. R. Grasle Co. No. 9366	Mt. Hood Hwy. @ Towle Ave. (Gresham) Multnomah County	July 20, 1982
Roy L. Houck Construction Co. No. 9290	"S" Curve (Woodburn) Marion County	July 20, 1982
Mill Plain Electric,Inc. No. 9387	NE Columbia Blvd. @ NE 47th Ave. Multnomah County	July 30, 1982
Roy L. Houck Const. No. 9260	Clackamas/Boring Hwy. @ SE Foster Rd. (Damascus) Clackamas County	July 30, 1982
Elting, Inc. No. 9086	NE Hancock St.-SE Yamhill St. Multnomah County	July 30, 1982
Gresham Paving, Inc. No. 9250	SE 257th Dr.-SE Division Dr. Multnomah County	August 3, 1982
Hansen Electric Co., Inc. No. 9207	Beaverton/Tualatin Hwy. @ SW Hunziker St. (Tigard) Washington County	August 3, 1982
G.S.Hulsey Crushing,Inc. No. 9447	Port Orford Rock Production Curry County	August 3, 1982

August 4, 1982

Wendell E. Schwartz

W. E. Schwartz, P.E., P.L.S.
Ass't. State Highway Engineer

9260

E.

FORM 734-3001

FIELD ENGINEER'S WEEKLY REPORT

OREGON STATE HIGHWAY DIVISION

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Clackamas/Boring Hwy. @ S.E. Foster Rd.

WEEK ENDING: 1/2/82

SECTION PREFIX: 103-1022

HIGHWAY: Clackamas/Boring

COUNTY: Clackams

NAME OF JOB:

KIND OF WORK: Grading, Paving and Signals

CONTRACTOR: R.L. Houck Construction Co.

CONTRACT NUMBER: 9260

FEDERAL AID PROJECT NUMBER: HES-91(1)

DATE OF CONTRACT: 4/3/81

DATE WORK STARTED: 5/26/81

ESTIMATED COMPLETION DATE: 11/2/81

AVERAGE FORCE ON PROJECT FOR THE WEEK

MEN: 0 SUPERVISION:

SPECIFIED WORK DAYS:

WORK DAYS USED:

SPECIFIED CALENDAR DAYS: 200

CALENDAR DAYS USED: 200

SPECIFIED COMPLETION DATE:

PERCENT OF TIME ELAPSED: 100

PROJECT AUTHORIZATION: $ 198,282.23

EXCLUSIVE OF ENGINEERING: $ 182,559.41

ENGINEERING AUTHORIZATION: $ 15,722.82

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100

ESTIMATED COST OF COMPLETED PROJECT. EXCLUSIVE OF ENGINEERING: $ 156,556.66

ENGINEERING COST TO DATE: $ 31,500.00

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100

ESTIMATED PERCENT [redacted] UNDERRUN: 14 %

PERCENT OF AUTHORIZATION: 200 %

DATE PROJECT WAS COMPLETED: 11/2/81

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Rain	0		
MONDAY	Showers	0		
TUESDAY	Fair	0		
WEDNESDAY	Snow	0		
THURSDAY	Snow	0		
FRIDAY		0		
SATURDAY		0		

RECEIVED
JAN 4 1982
CONSTRUCTION BRANCH

ASHE K
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GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

12/27 SUNDAY	No activity.
12/28 MONDAY	No activity.
12/29 TUESDAY	No activity.
12/30 WEDNESDAY	No activity.
12/31 THURSDAY	No activity.
1/1 FRIDAY	No activity.
1/2 SATURDAY	No activity.

REMARKS

Office working on Semi-Final

Wayne Schultz

SIGNED For LOCATION Portland

W.E. Hoffman Proj. Mgr.

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED SUBMIT 3 COPIES

9260

2.

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NUMBER 6-16	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	State OREGON
PROJECT REPORT NUMBER	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT	County CLACKAMAS
MODIFICATION NUMBER 2	5-28-81	Project Number HES-91(1)

The Project Agreement for the above-referenced project entered into between the undersigned parties

and executed by the Division Administrator on March 12, 1979,

is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 14,500.00	$ 215,807.00
Federal funds	$ 13,050.00	$ 194,226.00
Other revisions		

This modification is made for the following reasons: To include approved funds for revised preliminary engineering costs and adding the construction phase.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 28th day of May, 1981.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By D.F. Moehring

Asst. State Highway Engineer
(Title)

XX By For: H.S. Coulter

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)
For: Dale E. Wilken

Form FR-2A
(Rev. 10-75)

Previous editions are obsolete

file

Oregon State Highway Division
Salem, Oregon March 12, 1981

Federal Aid Project
No. HES-91(1)

Clackamas/Boring Hwy. at S.E. Foster Rd.
Clackamas-Boring Highway
Clackamas County

MODIFIED PROJECT AGREEMENT ESTIMATE

Type Code PE

Preliminary Engineering		All Required	$ 22,150.00

Type Code Y008
Channelization (Sta. 145+60 to Sta. 154+00)

Mobilization	(69%)	All Required	$ 5,175.00
Temporary Protection and Direction of Traffic	(69%)	All Required	2,484.00
Temporary Signs	233 Ft.	6.00	1,398.00
Temporary Barricades	10 Each	90.00	900.00
Temporary Plastic Safety Markers	15 Each	70.00	1,050.00
Flagmen	650 Hour	23.00	14,950.00
Removal of Structures and Obstructions		All Required	1,200.00
Ditch Excavation	90 Cu. Yd.	13.25	1,192.50
General Excavation	984 Cu. Yd.	6.00	5,904.00
Trench Excavation	48 Cu. Yd.	13.25	636.00
Finishing Roadbed and Slopes		All Required	1,200.00
Aggregate Shoulders	300 Ton	9.00	2,700.00
Treated Base Mixture	950 Ton	13.25	12,587.50
Cement in Treated Base Mixture	52 Ton	90.00	4,680.00
Class "B" Asphalt Concrete	1,500 Ton	30.00	45,000.00
Concrete in Box Culvert Extension	14 Cu. Yd.	360.00	5,040.00
12-Inch Culvert Pipe	92 Lin. Ft.	12.50	1,150.00
12-Inch Sewer Pipe	35 Lin. Ft.	21.00	735.00
Concrete Curbs	420 Lin. Ft.	7.50	3,150.00
Extra for Asphalt Approaches	10 Each	200.00	2,000.00
Loose Riprap, Class 100	20 Cu. Yd.	75.00	1,500.00
Adjusting Manholes	1 Each	350.00	350.00
Adjusting Inlets	3 Each	300.00	900.00
Adjusting Boxes	1 Each	300.00	300.00
			$116,182.00

Anticipated Items

Permanent Pavement Striping	All Required	$ 3,000.00
Temporary Pavement Striping	All Required	500.00
		$ 3,500.00

SUBTOTAL	$119,682.00
Engineering	16,157.00
TOTAL	$135,839.00

Type Code Y031
Signals

Mobilization	31%	All Required	$ 2,325.00
Temporary Protection and Direction of Traffic	(31%)	All Required	1,116.00
Traffic Signal Installation, Complete		All Required	47,000.00
			$ 50,941.00

Anticipated Items

State Furnished Software	All Required	$ 500.00

SUBTOTAL	$ 50,941.00
Engineering (Signal Control Testing)	1,200.00
Engineering	5,677.00
TOTAL	$ 57,818.00

Work Retained in Program Status
(not included in amounts below)

Permanent Signing	All Required	$ 500.00
Roadside Seeding & Mulching	All Required	500.00

SUMMARY OF FUNDS (90%)

Description	Total Cost	Federal Fund	State Funds
Preliminary Engineering	$ 22,150.00	$ 19,935.00	$ 2,215.00
Channelization	135,839.00	122,255.00	13,584.00
Traffic Signals	57,818.00	52,036.00	5,782.00
TOTAL	$215,807.00	$194,226.00	$ 21,581.00

Group 1	100%
Contract No.	9260
Prefix	103-1902
Prefix	103-1022

Clackamas/Boring Hwy. at S.E. Foster Rd.
Non-participating - State Work

S.F. Furnish Mailbox Posts		All Required	$ 200.00
Setting Mailbox Posts	13 Each	75.00	975.00

STATE COPY

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NUMBER 70-110	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	Form Approved; O M B No. 04-R2089 State Oregon
PROJECT REPORT NUMBER	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County Clackamas
MODIFICATION NUMBER 1	10-24-79	Project Number Hes-91(1)

The Project Agreement for the above-referenced project entered into between the undersigned parties

and executed by the Division Administrator on March 12, , 19 79 ,

is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 3,500.00	$ 14,500.00
Federal funds	$ 3,150.00	$ 13,050.00
Other revisions		

This modification is made for the following reasons:

To include approved funds for revised preliminary engineering costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 24th day of October , 19 79 .

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Asst. State Highway Engineer
(Title)

XX for: H. S. Coulter

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

for: G. L. Green

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

GPO 927 494

File

Oregon State Highway Division
Salem, Oregon October 18, 1979

Federal Aid Project
No. HES-91(1)

Clackamas-Boring Hwy @ S.E. Foster Rd.(Damascus) Section
SR in Clackamas County

Revised Project Agreement Estimate

Type Code PE
Preliminary Engineering
Preliminary Engineering

All Required	$14,500.00
Total	$14,500.00

Length of Project . . . . . . 0.0 mi.

SUMMARY OF FUNDS

Description	Total Funds	Federal Funds	State Funds
Preliminary Engineering	$ 14,500.00	$ 13,050.00	$ 1,450.00
Retain in Program Contract Work	100,000.00	90,000.00	10,000.00
Total	$114,500.00	$103,050.00	$11,450.00

Group 1 - 100%

Prefix - 103-1902

STATE COPY OMB No. 04-R2089 9

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO. 3-90	U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION **FEDERAL-AID PROJECT AGREEMENT** 3-12-79	State Oregon County Clackamas Project No. HES 91(1)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

SR 212, Jct. S.E. Foster Rd. (Damascus)

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING	2-8-79	0.0
RIGHTS-OF-WAY		
CONSTRUCTION		

OTHER *(Specify)*

FUNDS Pro Rata 90.0%

ESTIMATED TOTAL COST OF PROJECT $ 3,500.00	FEDERAL FUNDS $ 3,150.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)
By ES Hunter
Technical Services Engineer
(Title)
xx For: H. S. Coulter
State Highway Engineer
(Title)
By
(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
By
(Division Administrator)
For: G. L. Green
Date executed by Division Administrator MAR [illegible]

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway. agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation.

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Can File

Oregon State Highway Division
Salem, Oregon February 26, 1979

Federal Aid Project
No. HES 91(1)

Clackamas-Boring Hwy. @ S.E. Foster Rd. (Damascus) Sec.
SR in Clackamas County

Project Agreement Estimate

Type Code PE
Preliminary Engineering

Preliminary Engineering	All Required	$ 3,500.00
	TOTAL	$ 3,500.00

Length of Project - - - - - - - - - - - - - - - 0.0 mi.

Summary of Funds

Description	Total Funds	Federal Funds	State Funds
Preliminary Engineering	$ 3,500.00	$ 3,150.00	$ 350.00
Retain in Program			
Contract Work	100,000.00	90,000.00	10,000.00
TOTAL	$103,500.00	$93,150.00	$10,350.00

Group 1 -- 100%
Prefix -- 103-1902

9260

February 27, 1981

ACC

Mercury Development Incorporated
338 N.W. 5th Avenue
Portland, Oregon 97209

Attn: Cy Penn

Gentlemen:

On February 26, 1981 we received a satisfactory bid from Roy L. Houck Construction Co., 2705 Lancaster Drive N.E., Salem, Oregon 97303, Phone 585-5572, for the installation of traffic signals on the Clackamas-Boring Highway at S.E. Foster Road.

As per Agreement No. 6905, we will award the contract upon receipt of your Advance Deposit in the amount of $7,500.00. Make your check payable to the Oregon State Highway Division, and send it to Highway Division Accounting, Room 434, Transportation Building, Salem, Oregon 97310, no later than March 20, 1981.

Very truly yours,

ORIGINAL SIGNED BY
D. E. SWAN

D. E. Swan
Operation Programming Engineer

KEH:pf

bcc w/AD # 865: Jon Rose, Region H Federal Aid Engineer
Vern Skoog - Please return completed AD # 865
when advance deposit is received.

4-3-81
Rec'd letter of
credit
Awarded today

Tra 7-6

STATE OF OREGON
HIGHWAY DIVISION

INTERO[illegible]CE MEMO

TO: FILE

DATE: February 23, 1981

H. S. Coulter

FROM: H. S. Coulter
State Highway Engineer

SUBJECT: Footpaths and Bicycle Trails
February 26, 1981 Bid Letting

This is an informational report to document the Highway Division's action taken with regard to establishing footpaths and bicycle trails as set forth in ORS 366.514. Bids will opened February 26, 1981, on the following projects:

1. Enterprise Rock Production
M.P. 38.9, Enterprise-Lewiston Highway, Wallowa County
Aggregate Crushing

   Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

2. S. E. Harmony Road @ International Way
S. E. Harmony Road (Milwaukie), Clackamas County
Traffic Signals

   Same as No. 1.

3. Pacific Highway West @ Royalty Parkway
Pacific Highway West, Washington County
Traffic Signals

   Same as No. 1.

4. Tualatin Valley Highway @ S. W. 219th Avenue
Tualatin Valley Highway, Washington County
Traffic Signals

   Same as No. 1.

5. Clackamas-Boring Highway @ S. E. Foster Road
Clackamas-Boring Highway (Damascus), Clackamas County
Traffic Signals

   Four-foot shoulders and sidewalk ramps provided for bicycle and pedestrian traffic.

71-125-1387

Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(c), which states, "footpaths and trails are not required to be established . . . where sparsity of population, other available ways or other factors indicate an absence of any need for such paths and trails."

6. Powers Wayside
Powers Highway, Coos County
Grading and Paving

Twenty-eight-foot roadway provided.

Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2 subsection 2(b), which states, "footpaths and trails are not required to be established . . . if the cost of establishing such paths and trails would be excessively disproportionate to the need or probable use."

7. Deschutes River (Sheep) Bridge
Mountain Sheep Lane, Deschutes County
Structure

Fifteen-foot, six-inch roadway provided.

Same as No. 6.

8. Oak Street-Ann Street
Hersey Street (Ashland), Jackson County
Grading and Paving

Four-foot bicycle lanes outside curb parking and a five-foot sidewalk for pedestrian use provided on this project.

9. Pacific Blvd.-Santiam Highway
Waverly Drive (Albany), Linn County
Grading and Paving

Sections of five-foot sidewalk to connect to existing sidewalks and curb cuts to new and existing sidewalks and for future sidewalk are provided.

10. Central Oregon Highway @ Succor Creek Highway
Central Oregon Highway (Nyssa), Malheur County
Traffic Signals

Four-foot shoulders and five-foot sidewalks with curb cuts available for pedestrian and bicycle traffic.

11. Hay Canyon Creek Bridge
Monkland Road, Sherman County
Structure

Twelve-foot lanes with eight-foot shoulders on structure.

Same as No. 6.

12. Dairy Creek (Susbauer Road) Bridge
Susbauer Road, Washington County
Structure

Twelve-foot lanes with four-foot shoulders.

Same as No. 6.

13. Klamath Strait Bridge
The Dalles-California Highway, Klamath County
Paving and Structure

Twelve-foot lane with eight-foot shoulder on left and sixteen-foot right-turn lane/shoulder on right.

Same as No. 6.

14. Arterial Street Light Conversion
Various City Streets (Portland), Multnomah County
Illumination

Same as No. 1.

HSC:RS:ge

cc E. S. Hunter
D. G. Talbot
L. E. George
F. E. Terpin
George Bell
Don Harwell

9260

TRA 7-6

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

2-4-81

FEDERAL AID PROJECT NO. HES-91(1)

STATE PROJECT NO. See below

COUNTY NAME Clackamas

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

FROM: E.J. Valach, Acting Division Admin
FHWA - Oregon Division

PROGRAM NO.

ITEM NO. 90073

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
FEB 13 '81
REFER TO [illegible]
FOR
Info | Invs | R/D | D/R | Sign | Att | File

orig to: 2-13-81

DATE PS&E APPROVED 10/29/80

DATE AUTHORIZATION EFFECTIVE 2/4/81

FEDERAL ROUTE NUMBER Primary 91

STATE ROUTE NUMBER Secondary 171

GENERAL LOCATION:

Clackamas/Boring Highway at SE Foster Road (Damascus)

GENERAL DESCRIPTION OF WORK:

Grade, pave and signals

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION

☒ XX OTHER (Specify) Perm Pavement Striping S.F. $3,000
Temp Pavement Striping S.F. $500
State furnished software $500

☐ ACQUISITION OF RIGHT-OF-WAY

☒ XX CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

After concurrence in award you are authorized to proceed with those items listed above as shown in your Estimate.

Mr. Swan's 1/30/80 request and certifying statements are accepted.

Revised PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $241,000 Federal Funds $216,900.

A signed copy of the Title Sheet is returned herewith.

DATE 2/4/81

SIGNATURE OF APPROVING OFFICIAL G. K. Hassner

TITLE for Acting Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U. S. GOVERNMENT PRINTING OFFICE: 1976—631-886

9260

MA PDM PDE FFM SPC
ODOT - METRO

FEB 3 1981

BMTPAR PPC FILE T/A

From Metro JON ROSE

Date 2/3/81

[redacted]

[redacted] Traffic Region 1

Comments: These 3 plans have been reviewed by Metro Staff and are returned without comment. The approved sets are for your records and you should note the County's comments. Please advise Final Design & Specification Unit. Jon Rose

January 28, 1981

M[illegible]. [illegible] N. B[illegible]thman
Department of Transporation
Metropolitan Branch
5821 N. E. Glisan
Portland, OR 97213

ATTN: Mr. Jon Rose

Enclosed are the County approved preliminary plans for the traffic signals on Highway 212 at Foster Road, the preliminary grading plans for Harmony Road at Price Fuller Road and the preliminary grading and drainage plans for Oatfield Road at Thiessen Road.

Clackamas County has no objection to the elimination of the raised islands and the relocation of the signal strain poles on the Highway 212 at Foster Road signal project. ★

There are no red line changes made to the grading plans for the Harmony Road at Price Fuller Road widening and the plans are acceptable understanding this work will interface with future, more significant improvements on Harmony Road under our FAU project. We will be anticipating the opportunity to review the traffic signal plans at this location.

The proposed plans for widening and curb and sidewalk construction at Oatfield Road and Thiessen Road are acceptable. We do request the addition of a contract item for relocation of mailboxes and the application of bark dust on the slopes as an alternative to seeding and mulching if desired by the property owner. Again, we anticipate plans for review of the traffic signals.

Bernard L. Straight

BERNARD L. STRAIGHT - Traffic Engineer
Operations Division

/mb

Encl.

★ TO TRAFFIC Sec.
2-5-81
G

CC: Specs
DESIGN

KDH

TRA 7-6

Clackamas-Boring
Hwy. @ S. E. Foster
Rd

TRA 16

DATE: December 10, 1980

Copy
TRA 16-6

TO: Glen L. Green, Division Administrator
Federal Highway Administration

FROM:
H. S. Coulter
State Highway Engineer

SUBJECT: HFO.1-OR/520.6

In your letter of November 18 the location of signal poles in island or sidewalk areas was discussed in general terms.

It would be very helpful to us if you could provide us with guidelines and/or your interpretations concerning this matter. This information would save time in redesigning our signal projects and would save preliminary engineering costs.

Since there are different widths of sidewalks, it would be helpful to know the minimum clear width for pedestrians and bicyclists you believe necessary. Islands come in many different sizes. In some cases, poles could be more of a hazard if placed alongside the roadway instead of in a large island area. Is there some appropriate setback from a curb or other criteria you think we should consider?

Any specific information you can give us to help clarify your position on this matter will be appreciated. If you wish, L. E. George, our Traffic Engineer, will be available to meet with your staff.

LEG:ds jh
bc: E. S. Hunter
L. E. George

GENERAL FILES

TCH 10.

Form FHWA 121 (1/80)

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

THE OREGON DIVISION - SALEM
UNITED STATES GOVERNMENT

memorandum

Subject: Traffic Signal Designs

Date: November 18, 1980

From: G. L. Green, Division Administrator

Reply to Attn. of: HFO.1-OR/520.6

To: Mr. H. S. Coulter, State Highway Engineer, ODOT

The purpose of this letter is to document FHWA's current policy regarding approval of traffic signal designs which result in signal poles being located in island and sidewalk areas.

Because of the safety hazards involved, and providing full utilization of sidewalks, this office will approve such project designs only as a last resort. On all future projects the need to locate signal poles in island or sidewalk areas must be fully documented and receive our advance review and approval prior to PS&E submission.

In order to insure timely resolution of other possible major design problems prior to PS&E submission, it is recommended that preliminary copies of all signal projects be furnished this office as far in advance of PS&E time as possible.

If you have any questions regarding this policy, please feel free to contact this office.

G. L. Green

cc:
OSHD (L E George, Tr)
OSHD (J H Versteeg, Eng)

RECEIVED
STATE HWY ENGR
NOV 19 '80
REFER TO
Hunter
FOR
Info | Inves | R/D | D/R | Sign | Act | File

11-21

Form FHWA-121 (1/80)

DEPARTMENT OF TRANSPOR TION
FEDERAL HIGHWAY ADMINISTRATION

THE OREGON DIVISION - SALEM
ITED STATES GOVERNMENT

F/-

memorandum

Subject: Oregon Project HES-91(1)
Clackamas-Boring Hwy. at SE. Foster Road
Relocation of Traffic Signal Support Pole

Date: November 18, 1980

From: G. L. Green, Division Administrator

Reply to Attn. of: HFO-OR

To: Mr. H. S. Coulter, State Highway Engineer, ODOT

Subject project was inadvertently approved for advertising by my office with a traffic signal support pole located in an island area. We have discussed the safety hazard involved in such a design with your traffic section and have agreed to accept bids with the understanding that the signal pole will be relocated under a contract modification. This memorandum will confirm the above agreement.

Original Signed By
VERNON V. CURACK
Program Operation
Engineer
G. L. Green

cc:
✓OSHD (L E George, Tr)
OSHD (J I Irwin, Tr)

11-19-80
Will not open bids on Nov. 20, 1980
Readvertise for Jan. bid opening
Have [illegible] project manager [illegible]
Specs [illegible]
this [illegible]

NOTED
L. E. GEORGE

NOTED
J. I. IRWIN

NOTED
W. R. ZIPPES

NOTED
DWAYNE HOFSTETTER

RECEIVED
NOV 1 . 1980
TRAFFIC ENGINEERING

cy to Cusack 11-20

9260 11-18-80 Tra

7 6

U. S. DEPARTMENT OF TRANSPORTATI - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. ES-91(1)

STATE PROJECT NO. See below

FROM:
G. L. Green, Division Administrator
FHWA - Oregon Division

PROGRAM NO.

ITEM NO. 90073

COUNTY NAME Clackamas

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
NOV 24 '80
REFER TO Maehring
FOR

Info	Inves	R/C	D/R	Sign	Act	File

11-24 orig

DATE PS&E APPROVED

DATE AUTHORIZATION EFFECTIVE 11/18/80

FEDERAL ROUTE NUMBER Primary 91

STATE ROUTE NUMBER Secondary 174

GENERAL LOCATION: Clackamas/Boring Highway at SE Foster Road

GENERAL DESCRIPTION OF WORK: Program change

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY

PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION

☒ OTHER (Specify) Program change see below

☐ ACQUISITION OF RIGHT-OF-WAY

CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's letter of 11/13/80 I approve the revised Preliminary Engineering Costs to a TEC of $22,150 Federal Funds $19,935.

(Increase TEC $7,650 Federal Fund $6,885)

Note: PS&E approval date for subject project 10/29/80.

DATE 11/18/80

SIGNATURE OF APPROVING OFFICIAL G. K. Hosmer

TITLE for Division Administrator

FORM PR-1240 (REV. 6-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U. S. GOVERNMENT PRINTING OFFICE: 1976--631-855

U. S. DEPARTMENT OF TRANSPORTATION • FEDERAL HIGHWAY ADMINISTRATION

10-29-80

LETTER OF APPROVAL AND/OR AUTHORIZATION

9260

FEDERAL AID PROJECT NO.: ES-91(1)

Tra

STATE PROJECT NO.: See below

FROM:
G. L. Green, Division Administrator
FHWA - Oregon Division

PROGRAM NO.:

ITEM NO.: 90073

COUNTY NAME: Clackamas

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

obligated 11-20-80

RECEIVED
STATE HWY ENGR
NOV 21'80
REFER TO Moehring
FOR
Info | Invs | R/D | D/R | Stan | Act | File

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER
10/29/80	10/29/80	Primary 91
		STATE ROUTE NUMBER Secondary 171

11-21
orig

GENERAL LOCATION: Clackamas/Boring Highway at SE Foster Road (Damascus)

GENERAL DESCRIPTION OF WORK: Grade, Pave & Signals

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY

PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION

☒ OTHER (Specify) State Furnished Software $500

☐ ACQUISITION OF RIGHT-OF-WAY

CONSTRUCTION - ADVERTISE FOR RECEIPT
☒ OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

After concurrence in award you are authorized to proceed with those items listed above as shown in your Estimate.

Mr. Swan's 10/28/80 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $246,281 Federal Funds $211,652.

A signed copy of the Title sheet is returned herewith.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
10/29/80	G. K. [illegible]	for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

★ U. S. GOVERNMENT PRINTING OFFICE: 1975-651-888

9260

174

ENVIRONMENTAL REVIEW CHECKLIST

ALL CLEAR 10/22/80
Donald L

Bill

Nov 20,
~~Oct. 23,~~ 1980 Bid Letting ________ All Clear Deadline

SECTION Clackamas/Boring Hwy. @ SE Foster (Damascus)
Highway Clackamas-Boring
County Clackamas Region 1
Type of Work Signal-Lt. Turn Funds HES State
State ___ Consultant ___ Plans Avail. ___ Yes ___ No

Const Noise Constraints

DOCUMENTS:	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR
EIS	☒	☐	☐	☐	☐
Negative Declaration	☒	☐	☐	☐	☐
Project Assessment	☐	☒	☐	☐	☒
Write-off Letter	☒	☐	☐	☐	☐

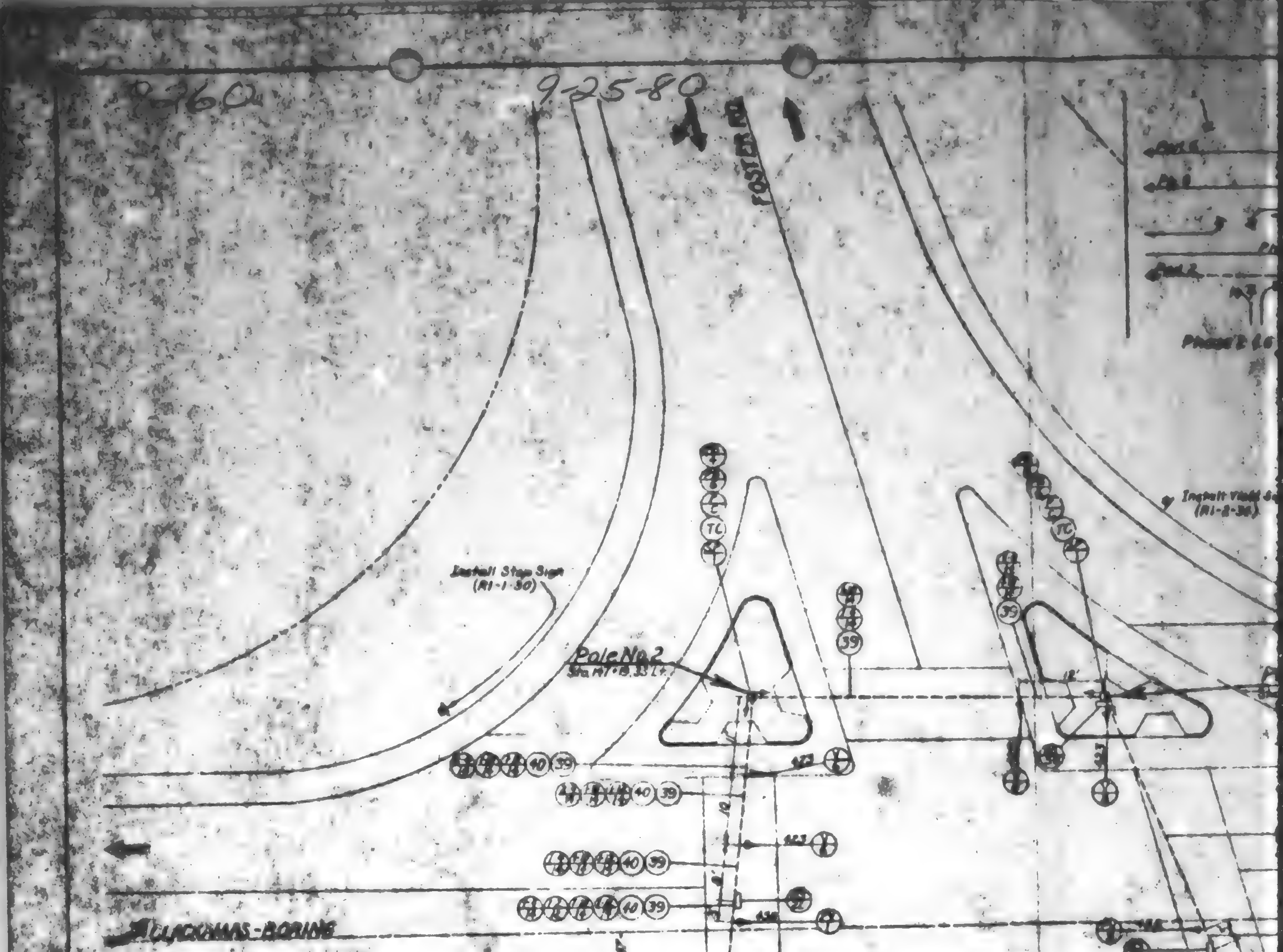
PERMITS:	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR
Division of State Lands	☒	☐	☐	☐	☐
D.O.G.M.I.	☒	☐	☐	☐	☐
Corps of Engineers	☐	☐	☐	☐	☐
Coast Guard	☒	☐	☐	☐	☐
Co. Conditional Use	☒	☐	☐	☐	☐
NPS Air Pollution	☐	☒	☐	☐	☒
NPS Water Pollution	☒	☐	☐	☐	☐

CULTURAL:	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR
Cultural Survey	☐	☒	☐	☐	☒
Cultural Salvage	☒	☐	☐	☐	☐

NOISE:	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR
Noise Study	☐	☒	☐	☐	☒

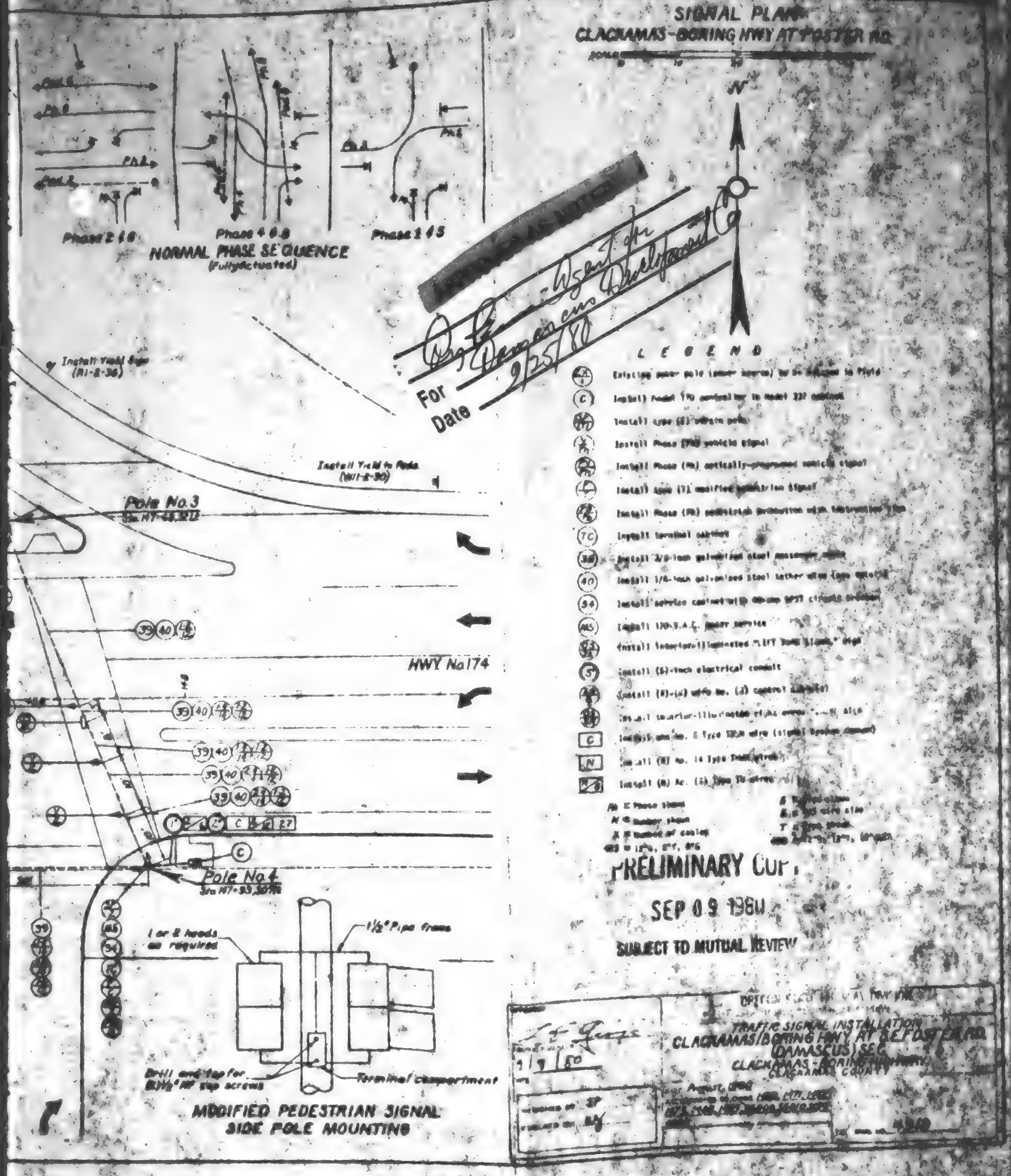
9260

9-25-80


FOSTER RD
Install Stop Sign
(R1-1-30)
Install Yield Sign
(R1-2-36)
Phase 2 & 6
Pole No. 2
Sta 147+8.33 Lt
Pole No. 1
Sta 147+1?.50 Rt
CLACKAMAS-BORING
SHOPPING CENTER ACCESS
TC
39
40
12'
10'
Vehicle signal with backplate.
¼" Common galvanized steel tether wire rated 2000 lbs.
Strain Pole
Wrap sheet lead around tether wire w/ clamp (tether wire to be installed below screws in clamp)
To vehicle signal and/or pole.
3-M Co wire clamp Cat. No 06818 or equal.
Cable Strandvise.
Eyebolt with 2 nuts.

TETHER WIRE DETAIL
(No Scale)

Notes:
All signals on tethered spans shall be tethered.


SIGNAL PLAN
CLACKAMAS-BORING HWY AT FOSTER RD.
SCALE
10
20
N
Ph 6
Ph 8
Ph 2
Ph 4
Phase 2 & 6
Phase 4 & 8
Phase 1 & 5
NORMAL PHASE SEQUENCE
(Fullyactuated)
Install Yield Sign
(R1-2-36)
Install Yield to Peds
(W11-2-30)
Pole No.3
Pole No.4
HWY No174
L E G E N D
Install terminal cabinet
Install 3/8-inch galvanized steel messenger cable
Install 1/4-inch galvanized steel tether wire
Install 120-V.A.C. power service
Install (S)-inch electrical conduit
1 or 2 heads as required
1½" Pipe frame
Drill and tap for cap screws
Terminal compartment
MODIFIED PEDESTRIAN SIGNAL SIDE POLE MOUNTING

[redacted]

For Agent for Damascus Development Co
Date 9/25/80

PRELIMINARY COPY

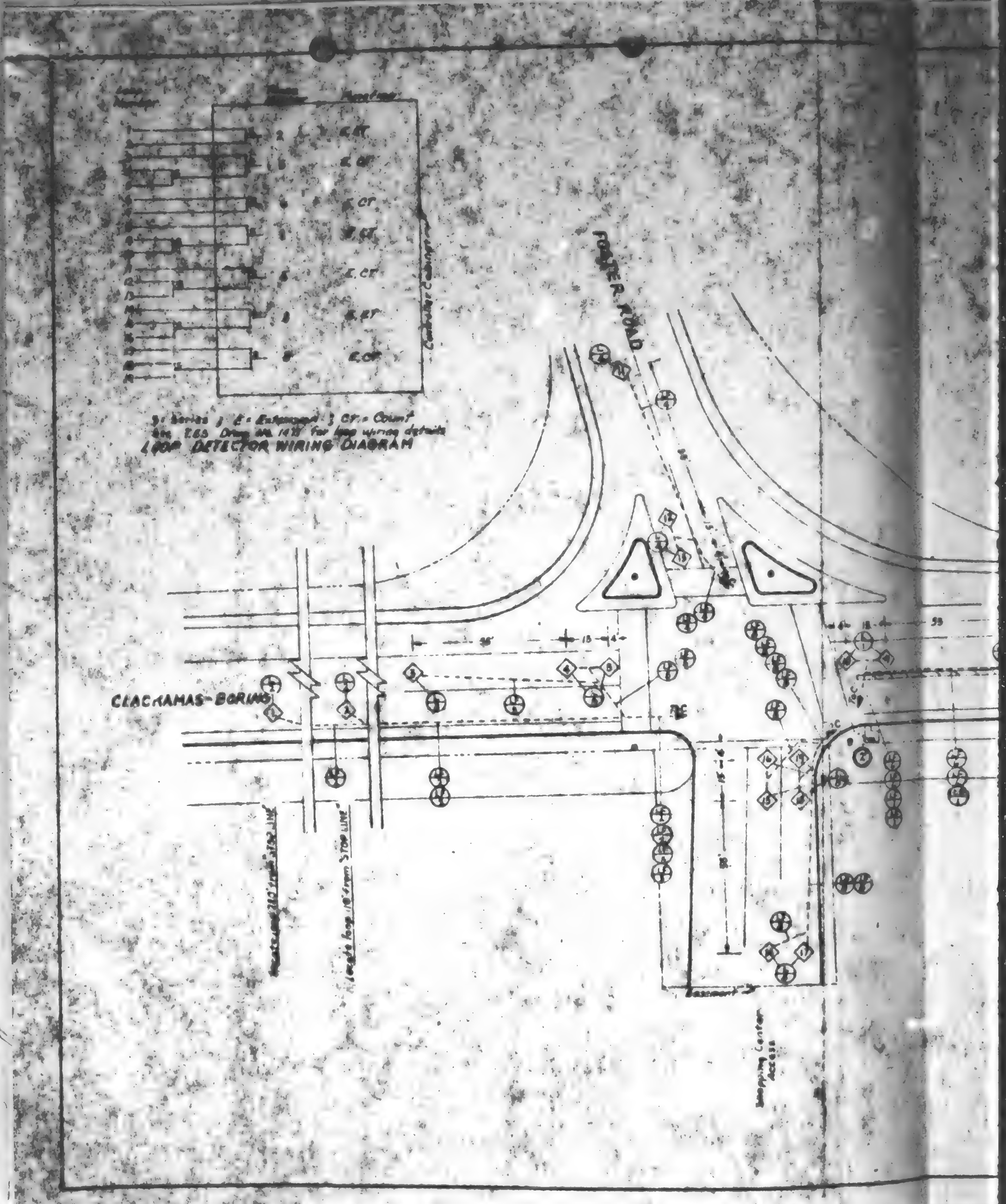
SEP 09 1980

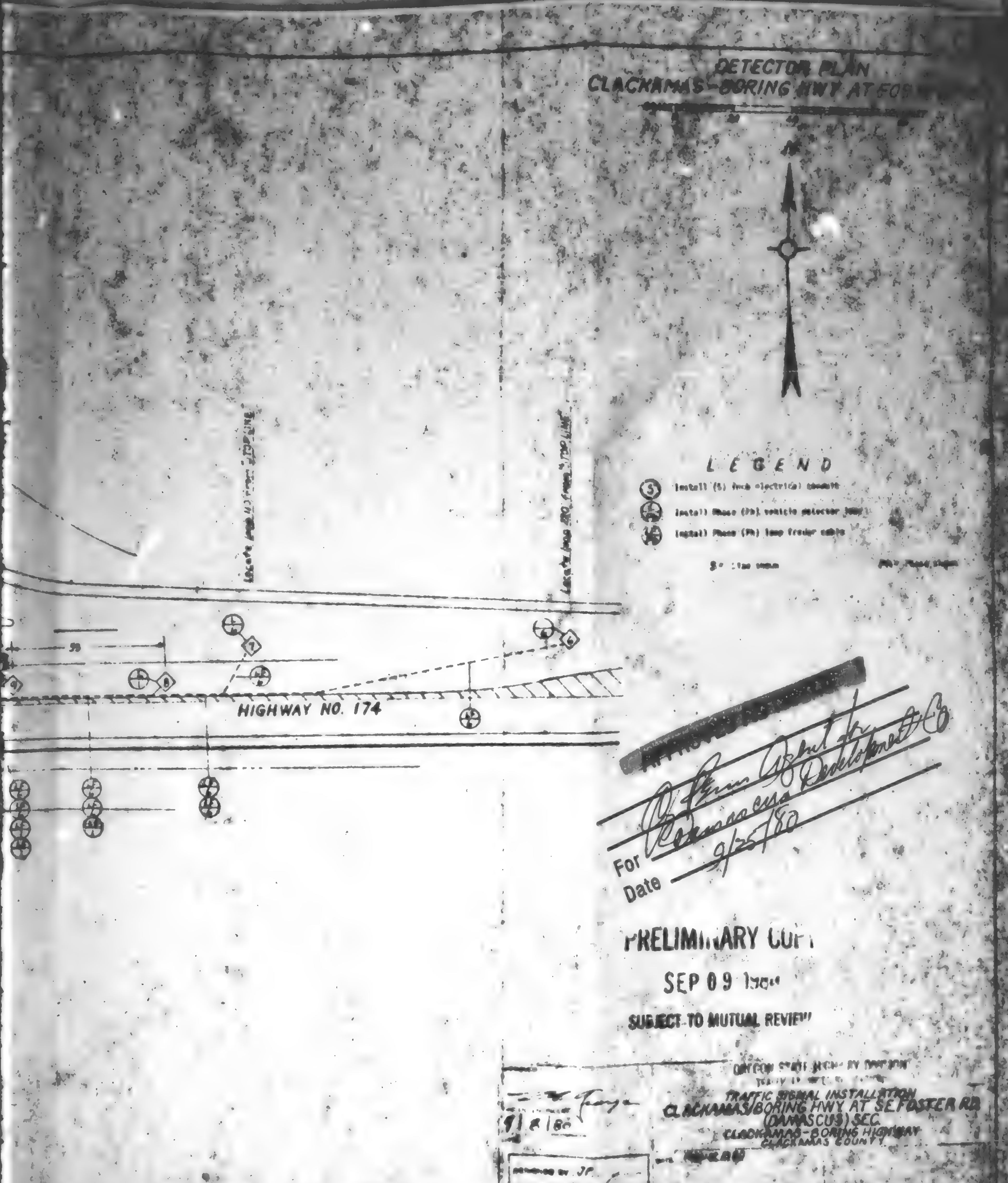
SUBJECT TO MUTUAL REVIEW

9/9/80

TRAFFIC SIGNAL INSTALLATION
CLACKAMAS/BORING HWY AT SE FOSTER RD
(DAMASCUS) SEC.
CLACKAMAS-BORING HIGHWAY
CLACKAMAS COUNTY

August, 1980


Loop Number
Phase Number
Function
E.CT
E.CT
E.CT
E.CT
E.CT
E.CT
E.CT
Controller Cabinet
S: Series ; E = Extended ; CT = Count
See T.E.D. Drwg. No. 1418 for loop wiring details
LOOP DETECTOR WIRING DIAGRAM
FOSTER ROAD
CLACKAMAS-BORING
35'
15'
4'
15'
33'
STOP LINE
Locate loop 110' from STOP LINE
Easement
Shopping Center Access


DETECTOR PLAN
CLACKAMAS-BORING HWY AT FOS
L E G E N D
Install (5) inch electrical conduit
Install Phase (Ph) vehicle detector
Install Phase (Ph) loop feeder cable
HIGHWAY NO. 174
99
OREGON STATE HIGHWAY DIVISION
TRAFFIC SIGNAL INSTALLATION
CLACKAMAS/BORING HWY AT SE FOSTER RD
(DAMASCUS) SEC.
CLACKAMAS-BORING HIGHWAY
CLACKAMAS COUNTY
9/8/80
JP
1980

APPROVED FOR

D. Penn Agent for Damascus Development Co

For

Date 9/25/80

PRELIMINARY COPY

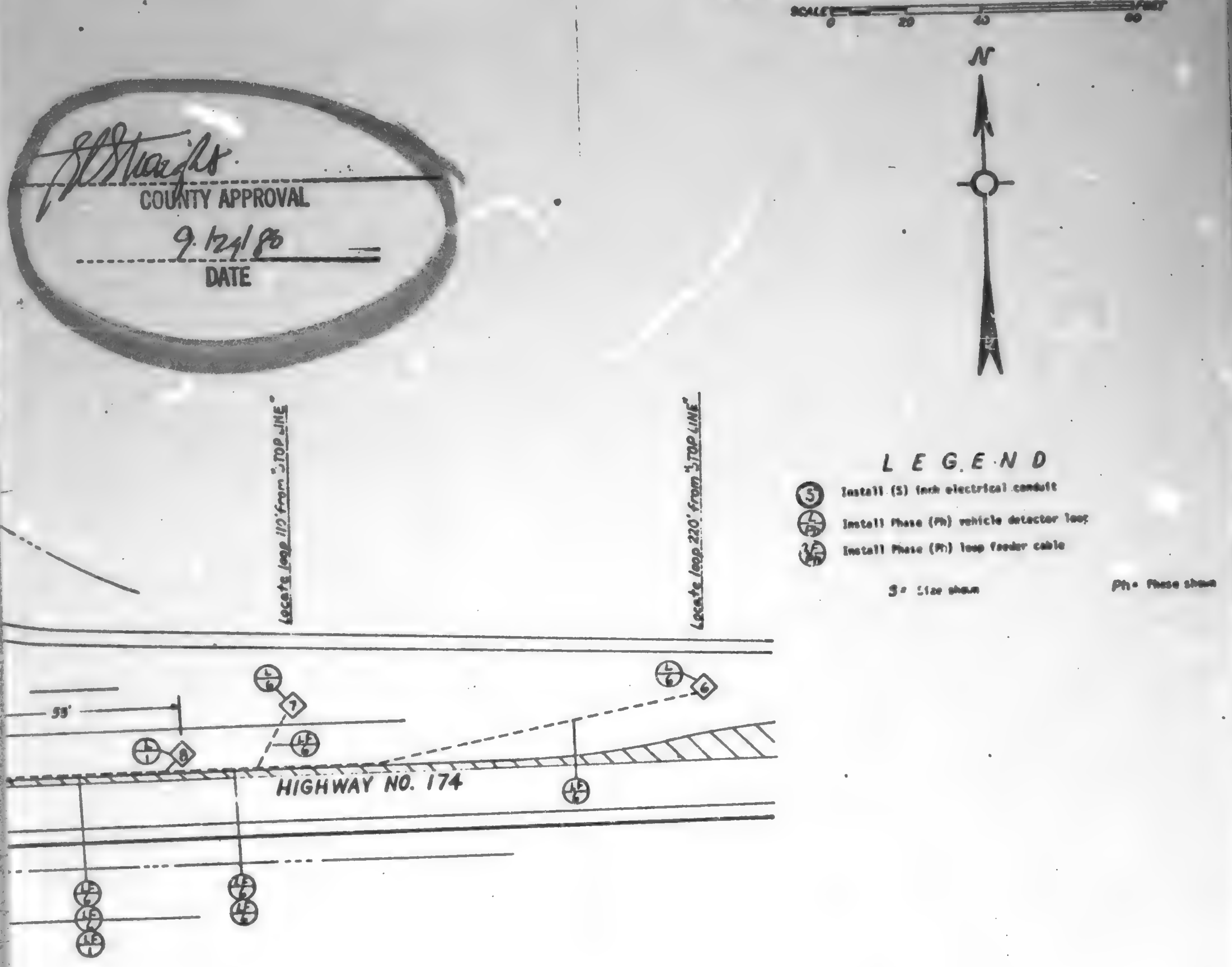
SEP 09 1980

SUBJECT TO MUTUAL REVIEW

9260

DETECTOR PLAN
CLACKAMAS-BORING HWY AT FOSTER R

COUNTY APPROVAL
9/24/80
DATE


SCALE 0 20 40 80 FEET
N
Locate loop 110' from "STOP LINE"
Locate loop 220' from "STOP LINE"
55'
HIGHWAY NO. 174

L E G E N D

- (S) Install (S) inch electrical conduit
- Install Phase (Ph) vehicle detector loop
- Install Phase (Ph) loop feeder cable

S = Size shown Ph = Phase shown

PRELIMINARY COPY
SEP 09
SUBJECT TO MUTUAL REVIEW

APPROVED
George
TRAFFIC ENGINEER
9/8/80
DATE

DESIGNED BY JP
CHECKED BY WJ

OREGON STATE HIGHWAY DIVISION
[illegible]
TRAFFIC SIGNAL INSTALLATION
CLACKAMAS/BORING HWY AT S.E. FOSTER RD.
(DAMASCUS) SEC.
CLACKAMAS-BORING HIGHWAY
CLACKAMAS COUNTY

DATE August 1980

T.E. DWG NO. 4920

9260

STATE OF OREGON
HIGHWAY DIVISION

INTEROFFICE MEMO

ENV 7-4

TO: J. H. Versteeg
Engineering

DATE: August 19, 1980

Tony
FROM: Anthony J. George, Engineering Coordinator
Environmental Section

SUBJECT: Noise Study Reports for Plans and Specifications Preparation

Attached are completed noise study reports. These are being forwarded so that pertinent noise data may be incorporated in the preparation of project plans and specifications.

This submittal is not our noise clearance memo.

AJG:ct

Attachments: Noise Study Reports:

1. Willamette Hwy @ Cloverdale Road, Willamette Hwy, Lane County.
2. Clackamas/Boring Hwy-Foster Road, Clackamas/Boring Hwy, Clackamas County.
3. Pudding River Bridge, Hillsboro-Silverton Hwy, Marion County.
4. North Fork Willamette River-Salmon Creek, Willamette Hwy, Oakridge, Lane County.
5. Diversion Canal Bridge, Joe Wright Road, Klamath County.
6. USRS Canal "J" Bridge, Hatfield Hwy, Klamath County.
7. Green Springs Hwy @ Kerns Swamp, Green Springs Hwy, Klamath County.

Versteeg
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Christensen Copy
Olson
Sullivan Copy
Terpin
1 Trout
Wakarig

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AUG 20 1980
ROAD DESIGN SECTION

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Contains Recycled Materials
01-125-1307

SP*75683-123

NOISE STUDY REPORT

Project Clackamas/Boring Hwy-Foster Road
Preparer Doug Iverson
Highway 212
Date July 22, 1980
County Clackamas
City

Project Description: The proposed project consists of installing a 2 phase actuated signal and providing crosswalks with pedestrian actuation. Provision of a continuous left turn lane east of the intersection is also proposed.

Existing Land Use Activities: Within the limits of the project the land use is predominantly commercial. There is a store/house unit 170 feet east of the intersection. A small shopping center occupies the south side of the project along Oregon Highway 212. A bank is located at the southeastern terminus of the project. A convenience store is being constructed at the northeastern terminus along Highway 212. A vacant lot is between this store and a building used for storage. This storage building is at the northwest portion of the (continued)

Traffic Noise Impacts: The worst case noise predictions in the project area approach the federal design noise levels for commercial property (Type C). The maximum predicatic is L_{eq} 69 dBA in the year 1995. The residence/business house east of S.E. Foster on the south side of Hwy 212 will be the only impacted receptor in the project area. The predicted noise level is L_{eq} 69 dba with the Build alternative. This is above the federal design noise level of 67dba(L_{eq}).

Traffic Noise Mitigation: Mitigation of the impacted receptor would require the placement of a noise barrier. A barrier would cut off access to the highway from the house. Therefore, mitigation will not be recommended.

Construction Noise - Impacts and Mitigation: During construction, noise levels will be higher than normal. Since the construction noise is considered to be temporary and the noise levels are highly variable the design noise levels are not considered to be applicable. However, to minimize annoyance to the receptors, the following time restrictions will be written into the contract specifications: "No construction will take place on Sundays, legal holidays and on all other days between the hours of 10 p.m. and 6 a.m. Exceptions can be provided by the resident engineer."

Local Coordination:

A copy of this report will be sent to:
Clackamas County.

Existing Land Use Activities: (continued)

intersection of Foster Road and Highway 212. The northeast section of the intersection is a field used for grazing. North of the storage building is a market.

Clackamas/Boring East of Foster	(year)	(year)	(year)	(year)
Design Hourly Volume				
Autos	1070	1600	1070	1600
Speed	35	33	35	35
Peak Truck Hour				
M. Trucks	30	45	30	45
H. Trucks	15	22	15	22
Speed	35	33	35	35

	No-Build		Build	
Clackamas/Boring West of Foster	1978 (year)	1995 (year)	1978 (year)	1995 (year)
Design Hourly Volume				
Autos	840	1260	840	1260
Speed	35	33	35	35
Peak Truck Hour				
M. Trucks	20	30	20	30
H. Trucks	10	15	10	15
Speed	35	33	35	35

	No-Build		Build	
Foster. North of Clackamas/Boring	1978 (year)	1995 (year)	1978 (year)	1995 (year)
Design Hourly Volume				
Autos	280	420	280	420
Speed	30	25	30	27
Peak Truck Hour				
M. Trucks	8	12	8	12
H. Trucks	4	6	4	6
Speed	30	25	30	27

TABLE 1 : TRAFFIC NOISE LEVELS (Leq,dbA)

RECEPTOR	LOCATION	D_e (ft)	TRAFFIC NOISE LEVELS(Leq,dbA)							
			NO BUILD		BUILD		NO BUILD		BUILD	
			1978	1995	1978	1995	19__		19__	
	Clackamas/Boring Hwy East of Foster	50	67	68	67	69				
	Clackamas/Boring Hwy West of Foster	50	66	67	66	67				
	Foster Road North of Clackamas/Boring Hwy	50	60	60	60	60				

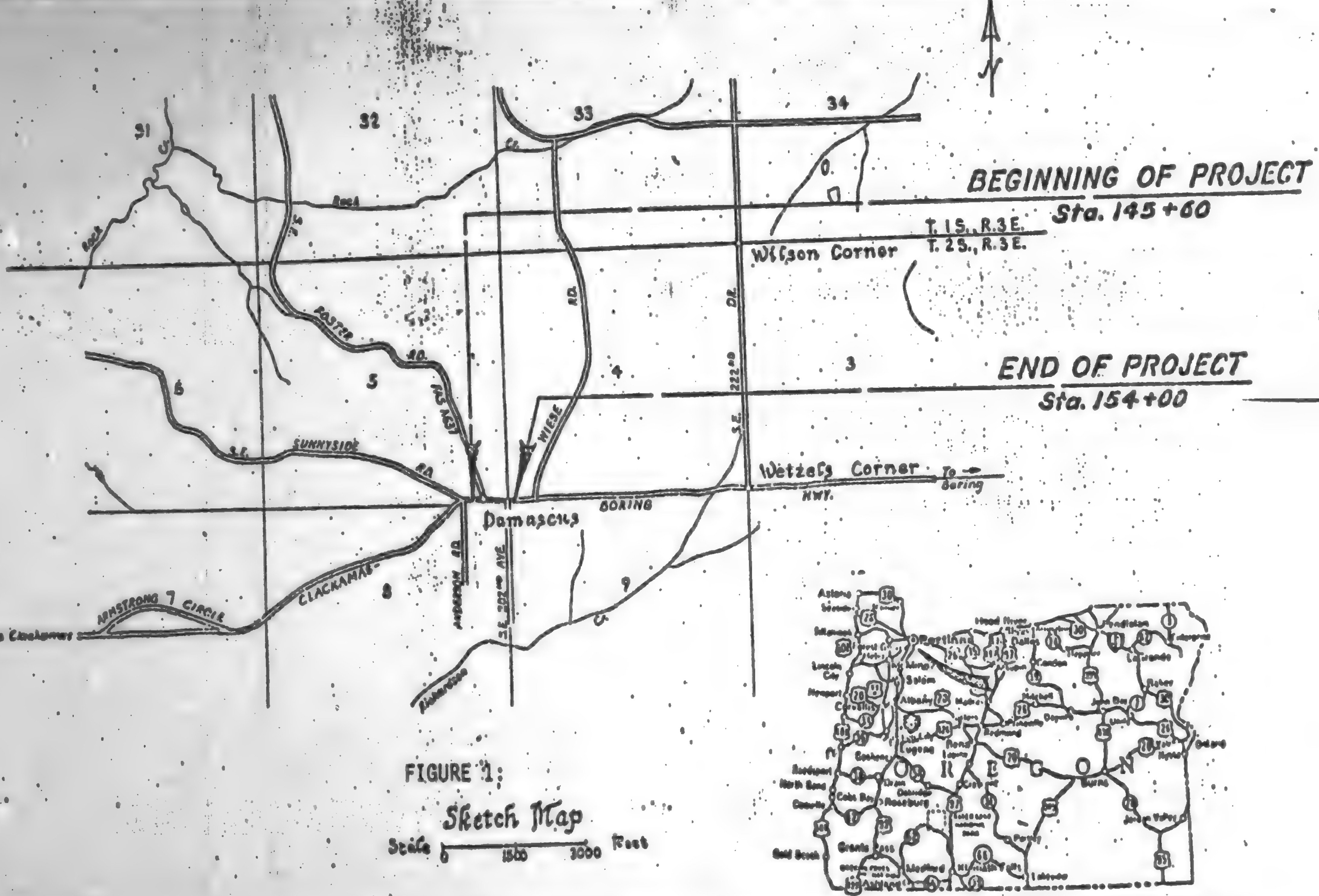
BEGINNING OF PROJECT
Sta. 145+60
END OF PROJECT
Sta. 154+00
T. 1 S., R. 3 E.
T. 2 S., R. 3 E.
N
Wilson Corner
Wetzels Corner
To Boring
BORING
HWY.
Damascus
S.E. 222nd DR.
WIESE
RD.
FOSTER
RD.
S.E.
SUNNYSIDE
RD.
CLACKAMAS
ARMSTRONG CIRCLE
To Clackamas
ANDERSON RD.
S.E. 202nd AVE.
Richardson
Rock
Cr.
Cr.
31
32
33
34
6
5
4
3
8
9
Scale 0 1500 3000 Feet
OREGON
Portland

FIGURE 1:

Sketch Map

PRE

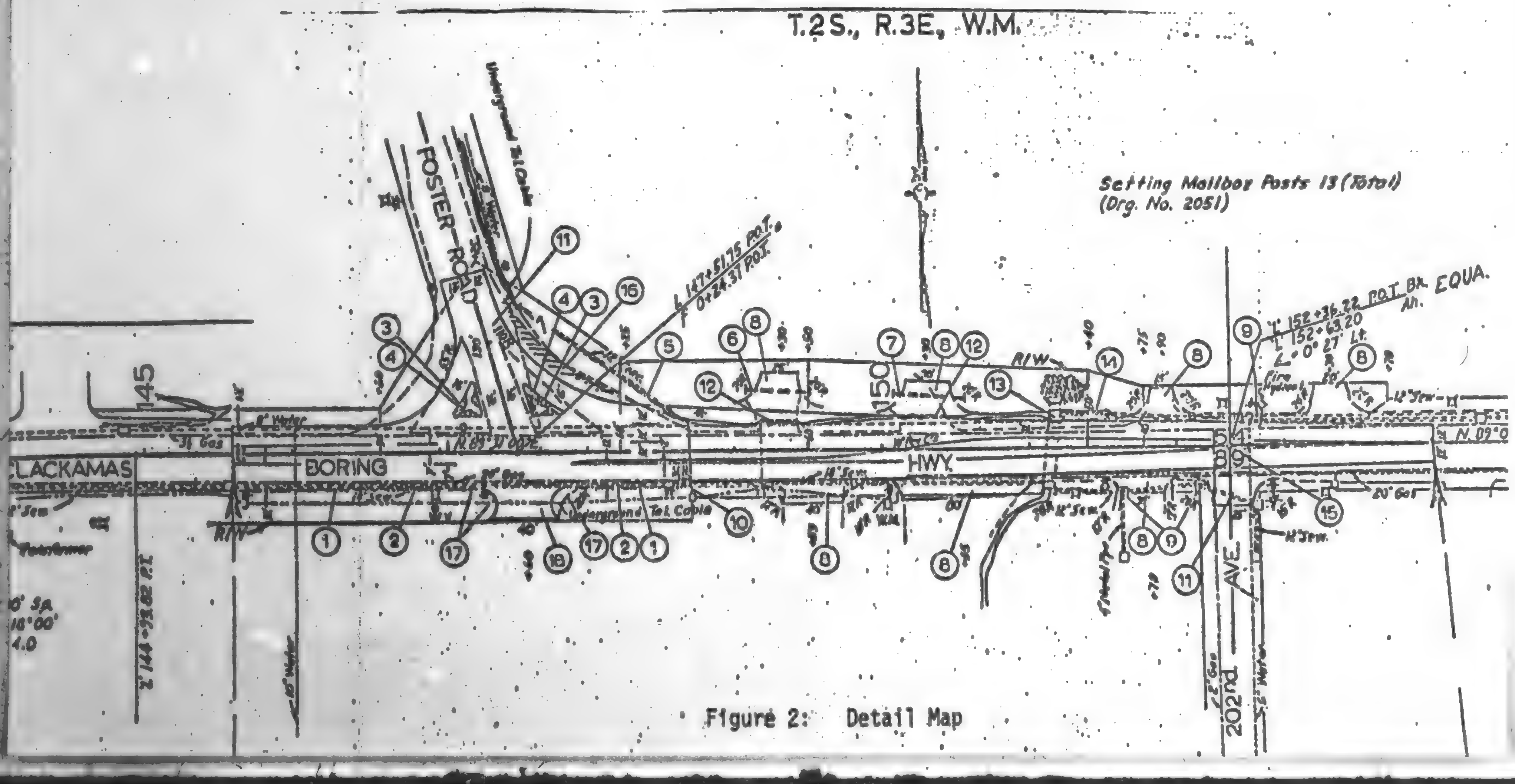
T.2S., R.3E., W.M.
Setting Mailbox Posts 13 (Total)
(Drg. No. 2051)
FOSTER ROAD
Underground Tel. Cable
CLACKAMAS
BORING
HWY.
202nd AVE.
145
150
L 147+51.75 P.O.T.
F 0+24.31 P.O.T.
L 152+36.22 P.O.T. Bk.
L 152+63.20 Ah.
EQUA.
R/W
L 144+73.82 P.T.
Underground Tel. Cable
Fire Hydrant
1
2
3
4
5
6
7
8
9
10
11
12
13
14
15
16
17
18

Figure 2: Detail Map

9260

Damascus

Ronald Fellmanger
Region I Traffic Engineer
Fred Eriksen
Fred Eriksen
Design Engineer Supervisor

July 1, 1980

Clackamas/Boring Highway @
  S.E. Foster Road (Damascas)
~~Clackamas-Boring Highway~~
Clackamas County

Your comments on the preliminary plans (June 17, 1980) are appreciated. The following response is given in the order of your comments.

1. We will show on the plans that curbs or other suitable method of traffic control should be installed in the shopping center approach to the highway - 40-foot travel width providing 80-feet of storage. We will show the work "By Others", because the easement we have is adequate for the detector loops, but will not cover this layover area. I have checked the agreement terms and find it covers only monetary consideration for the traffic signal, no mention of reworking their approach.

2. The type "C" curb was shown because the shoulders are to be excavated and treated base course and A.C. paving constructed. Since A.C. curbs are usually placed on A.C. pavement, we expected to lose the curb when the existing surfacing was excavated. The field indicates the existing A.C. curb is broken and has some gaps.

3. The plan shows a 12-foot lane against the southerly curb line as you point out. The plan dimension is in error, there is 16-foot of width. This error will be corrected.

FE:ab
cc: Ed Hardt
    Harry Woodward
    Bill Hoffman
    Tom Schwab

Versteeg
Anderson
Ch[illegible]
[illegible]
Sullivan
Terpin
T[illegible]
Wakerlig

RECEIVED
JUL 0 2 1980
ROAD DESIGN
SECTION

Do not File ☐
[illegible] To
[illegible]
Action

9260

Damascus

STATE OF OREGON

INTEROFFICE MEMO

TO: DUANE O. CHRISTENSEN
Final Design Engineer

DATE: June 24, 1980

FROM: RONALD W. FAILMEZGER
Region Traffic Engineer

SUBJECT: PRELIMINARY PLANS FOR REVIEW
CLACKAMAS-BORING HIGHWAY @ SE FOSTER ROAD
COMMUNITY OF [redacted]

The following are my comments and concerns regarding construction of the subject project.

1. The contract should include some type of curbing in the approach to the highway to control traffic from the shopping center. This should be a 40' cross section providing for 80 feet of storage.

2. The contract shows the removal of existing drainage-type curb and providing a C curb in its place. It is felt this adds additional unnecessary cost to the project.

3. The plan shows a 12' lane against the southerly curb line --- this should be a 16' lane.

Thank you for this opportunity to make comments concerning these plans.

RWF/cp
cc Edward L. Hardt
Harry Woodward
Bill Hoffman
Tom Schwab

Versteeg
Anderson
1 Christensen Doc
Olson
Sullivan
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Wakerlig

RECEIVED
JUN 25 1980
ROAD DESIGN SECTION

Do Not File ☐
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Action

REFERRED TO
Beard Stoudenmeyer
Cole Mann
1 Eriksen FE Watson
Hager Dorn Lau
Return Discuss (Do) File Copy Due
BY FINAL DESIGN ENGINEER

Contains Recycled Materials
81-125-1387

SP*75683-125

Note: Plan sheet with Comments located in Project Files WB

9260 Gettis 17H

STATE OF OREGON
HIGHWAY DIVISION - ODOT

INTEROFFICE MEMO
LOC 15 #174
LOC 8

TO: FILE

DATE: May 16, 1980

David W. Bryson

FROM: David W. Bryson
Assistant Hydraulics Engineer

SUBJECT: Double 3'X3' RCBC Extension
Clackamas-Boring Highway @ S.E.
Foster Road
[redacted], M.P. 2.78
Clackamas County

The proposed project will extend the existing 45-foot long, double 3'X3' RCBC approximately 13 feet at the inlet end.

HYDROLOGY

There is approximately 0.9 miles of drainage area above the box culvert which is tributary to Richardson Creek. Since no stream gage data is available for this location, the recurrence interval vs. peak discharge relationship listed below was determined from the Willamette River, Zone III chart contained in the OSHD Hydraulics Manual. These values are in close agreement with those obtained by using the USGS regression equations developed for the Willamette River drainage basin.

Recurrence Interval	Peak Discharge
100-year	160 cfs
50-year	140 cfs
25-year	120 cfs
10-year	100 cfs
5-year	80 cfs

As the drainage basin becomes more urbanized, the above peak discharges will increase unless detention storage is incorporated within the drainage basin. Most of the drainage basin is zoned rural residential meaning it can be subdivided into five-acre lots.

Up until about two years ago, this highway was under the jurisdiction of Clackamas County. Their Public Works Department was contacted and, according to them, there has been no roadway overflow at this site or any particular maintenance problems associated with this crossing.

HYDRAULIC DESIGN

The 50-year flood of 140 cfs was chosen as the design flood.

Contains
Recycled
Materials

It is suggested that the inlet conform to the configuration shown on the attached sketch. This is basically a more refined version of the existing inlet. The box culvert operates under inlet control with the length of wier crest in the improved inlet controlling the headwater depth. During the 50-year design flood, the estimated headwater elevation is 521.2 feet (MSL). During the 100-year flood, the estimated headwater elevation is 521.8 feet (MSL).

RIPRAP

It is suggested that the inlet basin be lined with a 12-inch blanket of Class 100 loose riprap as shown on the attached sketch. No filter blanket will be required.

REFERRED TO
Beard ____ Stoudenmeyer ____
Cole ____ Mann ____
✓ Eriksen F.E. ____ Watson ____
Hager ____ Dorn ____ Lou ____
Return Discuss Do [✓ File Copy] Due ____
BY FINAL DESIGN ENGINEER

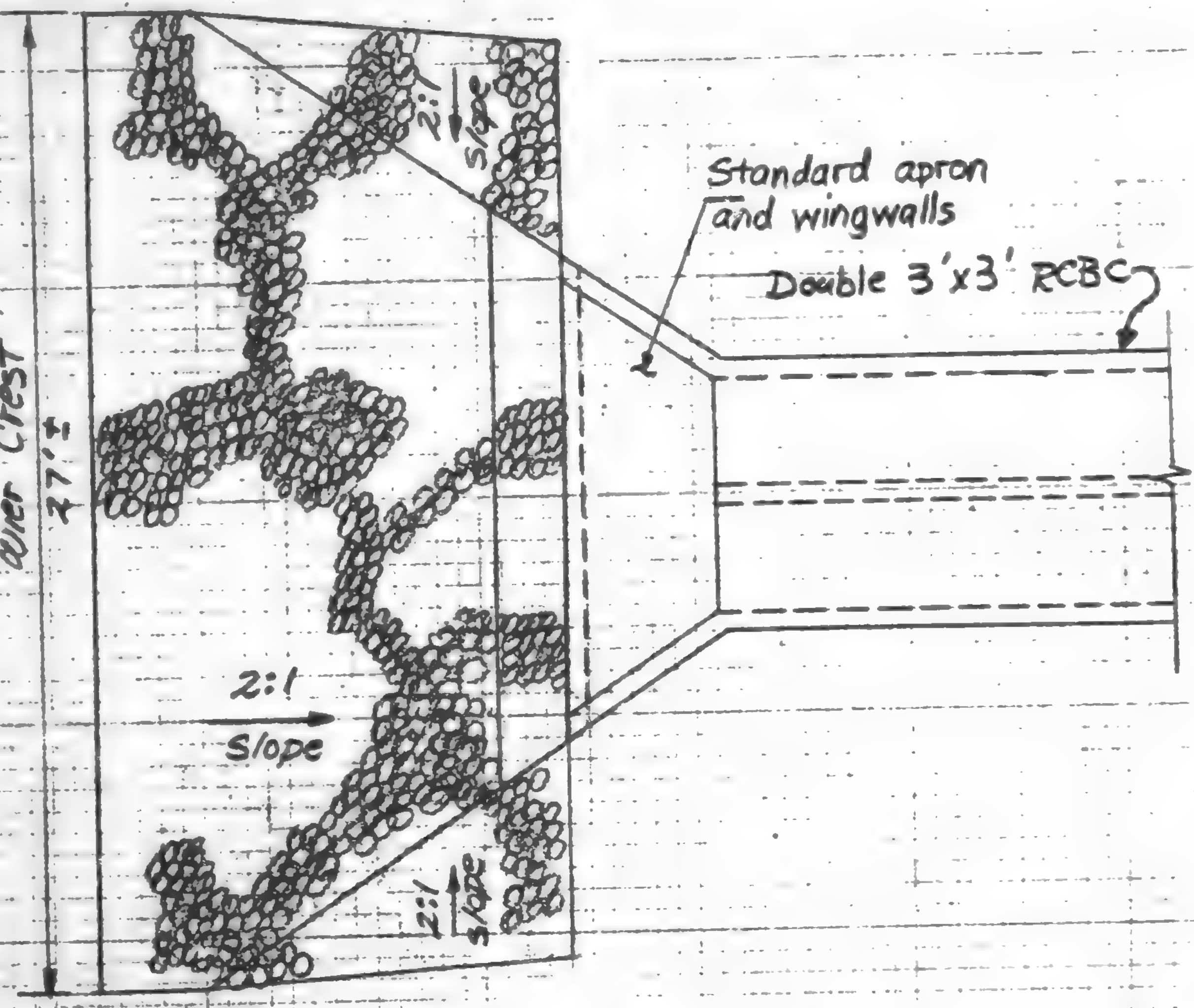
DWB:ge

Attachment

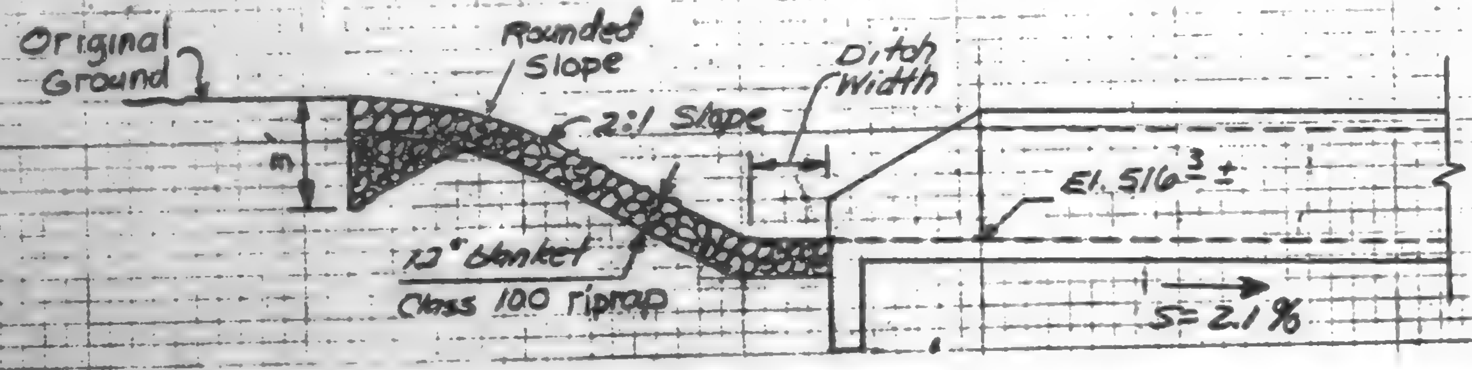
cc: Frank Terpin w/att
Walt Hart "
Jack Davis "
R. Bothman "
D. Christensen "
H. Schell, FHWA "

1 Versteeg ✓
Anderson
2 Christensen DC
3 Olson
Bill-Sub copy 4 Sullivan JWS
Terpin
3 Trout
Wakerlig
RECEIVED
MAY 19 1980
ROAD DESIGN SECTION
Do Not File ☐
Return To ____
Bring Up ___/___/___
Action ____

M.P. 2.78
Clackamas-Boring Hwy.


Weir Crest
27'±
2:1 Slope
2:1 Slope
2:1 Slope
Standard apron and wingwalls
Double 3'x3' RCBC

PLAN
Scale 1"=6'


Original Ground
3'
Rounded Slope
2:1 Slope
Ditch Width
12" blanket
Class 100 riprap
El. 516.3±
S=2.1%

HYDRAULIC DATA

	DESIGN FLOOD	INTERMEDIATE REGIONAL FLOOD	MAXIMUM FLOOD YEAR ( )
Discharge - cfs m^3/s	140	160	
Frequency - yrs.	50	100	
HEADWATER Elevation ft. m.	521.2	521.8	
H.W. Elevation Channel Change ft. m.	—	—	
Average Velocity - fps mps	7.8	8.9	

NOTE FOR A CANAL: "DESIGN FLOOD" = Design Flow
"Discharge" = Capacity

REMARKS:

OREGON STATE HIGHWAY DIVISION
HYDRAULICS UNIT

Double 3' x 3' RCBC Extension
Clackamas - Boring Hwy., M.P. 2.78
Clackamas County

COMPILED BY: Dave Bryson
DATE: May 16, 1980

9260

174

ROAD DESIGN SECTION

May 13, 1980

Leonard L. Wallace
Assistant Bridge Engineer
Fred Eriksen
Fred Eriksen
Design Engineer Supervisor

Clackamas/Boring Hwy. at S.E. Foster Rd.
(Damascus) Section
Clackamas-Boring Highway
Clackamas County
Prefix 103-1902

Please furnish design data, to be included in contract plans, for the extension of a double 3' x 3' "Rock" constructed box culvert with concrete headwalls. The extension is required for widening of the roadway on the left side only.

Drainage from a roadside ditch on the left side from Foster Road and the outfall from an existing storm sewer system in conjunction with a large drainage area from north of the highway are the main areas served by the culvert. A 12-inch storm sewer pipe will need to be connected to the box culvert extension.

Attached for your use is:

1	copy	Plotted cross section with typical section at box culvert location.
1	copy	Portion of Location Detail Map.
1	copy	Field computer printout of box culvert extension quantities.

This Federal and State funded project is presently scheduled for the September 25, 1980, contract letting. The Locating Engineer on the project was Rob Cameron, Metro - phone 657-2138

FE/db
Attachments
cc: Virgil Broadwater

✓ Versteeg ✓
Anderson
Christensen
Olson
Sullivan
Terpin
Trout
Wekerlig

RECEIVED
MAY 14 1980
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring Up / /
Action

9260

5-12-80

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. ES-91(2)

Tra

7-6

STATE PROJECT NO. See below

FROM: G. L. Green, Division Administrator
FHWA - Oregon Division

PROGRAM NO.

ITEM NO. 90073

COUNTY NAME Clackamas

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
MAY 21 '80
REFER TO
FOR
Info Inves R/D D/R Sgn Act. File

5/21

DATE PS&E APPROVED

DATE AUTHORIZATION EFFECTIVE 5/12/80

FEDERAL ROUTE NUMBER Primary 91

STATE ROUTE NUMBER Secondary 174

GENERAL LOCATION:

Clackamas - Boring Highway at SE Foster Road (Damascus) Section

GENERAL DESCRIPTION OF WORK:

Right of Way

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY

PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION

☐ OTHER (*Specify*)

☒ ACQUISITION OF RIGHT-OF-WAY

CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's letter of 5/5/80 you are now authorized to proceed with all phases of Right of Way acquisition as shown on R/W map 1R-4-720 at a TEC of $53,000 with Federal participation limited to $47,700. Federal participation is limited to that right of way actually incorporated in the final location.

DATE 5/12/80

SIGNATURE OF APPROVING OFFICIAL G. K. Hosmer

TITLE for Division Administrator

FORM PR-1240 (REV. 6-70)

EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U. S. GOVERNMENT PRINTING OFFICE: 1975-631-466

9260

TRA 7-6

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
Room 306, State Library Building
Salem, Oregon 97310, Phone: 378-3732
Toll Free Number - 1-800-452-7813

NOTED
H. S. COULTER

STATE A-95 REVIEW CONCLUSIONS

APPLICANT: OR DOT HWY DIV

PROJECT TITLE: Clackamas/Boring Hwy at SE Foster Rd CLACK.

DATE: March 18, 1980

The state has reviewed your project and reached the following conclusions:

RECEIVED
STATE HWY ENGR
MAR 20 '80
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File
						✓

☒ No significant conflict with the plans, policies or programs of state government have been identified and your proposal is endorsed as presented.

☐ Relevant comments of state agencies are attached and should be considered in the final design of your proposal.

☐ Potential conflicts with the plans and programs of the state agency(s) have been satisfactorily resolved. No significant issues remain.

☐ Significant conflicts with the plans, policies or programs of state government have been identified and remain unresolved. The final proposal has been reviewed and the final comments and recommendations of the state are attached.

Attachment

cc: G.L. Green
H.S. Coulter ✓
F.E. Terpin
J.B. Boyd
J.H. Versteeg
Gary Potter
W.J. Hart
Aeronautics Division
B.L. Gifford
Reg. Eng.: M- R.N. Bothman
1- E.L. Hardt
Dist. Eng: 2- W.W. Geibel

NOTICE TO FEDERAL AGENCY

The following is the officially assigned State Identifier Number:

8002 2 250

This number should be used on all correspondence and particularly on SF 240 as required by OMB A-98.

BEN GIFFORD

2-5-80

A copy of this notification and attachments, if any, must accompany your application to the federal agency as required by OMB A-95. Comments of the appropriate local reviewing agencies will be submitted to you separately and must also be included.

PNRS #2

9260 Tra 7-6

(#2)

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO 6-5

February 5, 1980

TO
Executive Department
Federal Aid Coordination Unit

Metropolitan Service District (MSD)
527 S.W. Hall Street
University Center Bldg.
Portland, OR 97201

FROM
Wm L Crawford for
D. E. Swan
Operation Programming Engineer

SUBJECT
Notice of Intent for Federal Aid Funds
State Admin. Dist. No. 2
Section: Clack./Boring Hwy. at S.E. Foster Rd.
Highway: Clack/Boring Hwy.
County: Clackamas

Noted H. S. COULTER

In accordance with Executive Memorandum 02-270-20, attached are copies of the Notices of Intent for the subject project.

Early programming of this project for advance planning in anticipation of future construction is necessary; therefore, your prompt attention to this proposal will be appreciated.

Allowing time for your review, we estimate the date of filing for federal aid funds on this project to be **March 6, 1980.**

BLG:dmc
Attachments

cc:
G. L. Green, FHWA
H. S. Coulter ✓
F. E. Terpin
J. B. Boyd (2)
J. H. Versteeg (3)
Gary Potter

W. J. Hart
Reg. M-1 Engr: R.N. Bothman/E.L. Hardt
Dis. 2 Engr: W.W. Geibel
Aeronautics Division
David Powers, Parks
B. L. Gifford

RECEIVED
STATE HWY ENGR
FEB 19 '80
REFER TO

FOR

Info	Inves	R/D	D/R	Sign	Act	File
						✓

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

NOTIFICATION OF INTENT TO APPLY FOR FEDERAL AID

For Internal Use Only	1-8] PNRS #	Page One

02 12] APPLICANT [45: Department of Transportation
46] DIVISION [79: Highway

03 12] APPLICANT ADDRESS STREET [45: O'DOT Building
46] CITY [60: Salem
76] ZIP [80: 97310

04 12] CONTACT PERSON [45: D. H. Moehring
46] AREA CODE [48: 503
49] PHONE [55: 378
56] EXTENSION [59: 6563

01 12] PROJECT TITLE [71: Clack./Boring Hwy. at S.E. Foster Rd.

11 12] PROJECT LOCATION—CITY: Clack/Boring Hwy.
PROJECT LOCATION—COUNTY: Clackamas
PROJECT LOCATION SEC: T: R:

SUMMARY PROJECT DESCRIPTION (ATTACH SUPPORTING DOCUMENTS AS NECESSARY—SEE INSTRUCTIONS ON BACK)

05 The intersection would be signalized with a fully activated multi-phase signal, [71

06 12] with a separate phase for shopping center traffic. The project would channelize [71

07 12] the intersection with painted medians for left turns from both directions and a [71

08 12] right turn lane for westbound to northbound movements. [71

09 12] [71

10 12]

12

AMOUNT REQUESTED—FEDERAL FUNDS		NON-FEDERAL MATCHING FUNDS		OTHER	TOTAL
12] (A) Grant [19	20] (B) Other [27	28] (C) State [35	36] (D) Local [43	44] (E) FUNDS [51	52] (F) FUNDS [60
194,760	-----	21,640	-----	-----	216,400

13 12] TYPE OF OTHER FEDERAL FUNDS (See 12B) [45
46] TYPE OF OTHER NON-FEDERAL FUNDS (See 12E) [79
[71

14 12] FEDERAL PROGRAM TITLE: Title 23 USC Highways [79

15 12] FEDERAL AGENCY NAME [45: U. S. Department of Transportation
46] FEDERAL SUB-AGENCY NAME: FHWA

17 **(A) TYPE OF APPLICANT:** (Check (X) the single most applicable box)

STATE ☒ 12 — INTER-STATE ☐ 13 — COUNTY ☐ 14 — CITY ☐ 15 — SCHOOL DISTRICT ☐ 16 — SPECIAL DISTRICT ☐ 17 — COMMUNITY ACTION ☐ 18 — SPONSORED ORGANIZATION ☐ 19 — OTHER ☐ 20

(B) TYPE OF ACTION: (Check (X) as many boxes as apply to this action)

NEW GRANT ☒ 21 — CONT. GRANT ☐ 22 — SUPPL'T GRANT ☐ 23 — INCREASE DURATION ☐ 24 — DECREASE DURATION ☐ 25 — CANCELLATION ☐ 26 — INCREASE DOLLARS ☐ 27 — DECREASE DOLLARS ☐ 28

(C) HAS DISTRICT CLEARINGHOUSE BEEN NOTIFIED? Yes ☒ 29 No ☐ 30 Date: February 5, 1980

(D) REVIEW REQUIRED by A-95: Yes ☒ 31 No ☐ 32

(E) ENVIRONMENTAL IMPACT: Yes ☐ 33 No ☒ 34

(F) HOUSING RELOCATION REQUIRED: Yes ☐ 35 No ☒ 36

(G) ESTIMATED APPLICATION FILING DATE: 41] MONTH [42: March — 43] DAY [44: 20 — 45] YEAR [46: 1980

ADDITIONAL INFORMATION—ALL APPLICANTS

I. A. Is the project consistent with the city or county comprehensive plan, zoning and subdivision ordinance? No ☐ Yes ☒

I. B. Is the proposal consistent with statewide land use goals? No ☐ Yes ☒

I. C. Is the proposal consistent with state and regional plans? No ☐ Yes ☒

II. Will the project have an impact on a neighboring jurisdiction? No ☒ Yes ☐

If so, is the project consistent with the comprehensive plan for that jurisdiction? No ☐ Yes ☐

III. Explain deviations if any, from pertinent plans.

IV. Federal Catalog number (or Public Law no. and title) 20.205 Highway Planning & Construction

V. Has funding agency been notified? No ☐ Yes ☒ Date: February 5, 1980

VI. If project includes state funds (12C), identify agency Highway

STATE AGENCIES ONLY

VIII. (a) IS PROGRAM BUDGETED ☐ NON-BUDGETED ☐

(b) STATE SHARE

GENERAL FUND CASH	OTHER FUND CASH	IN KIND
$	$	$

(c) FUNDING METHOD

	FEDERAL SHARE		STATE SHARE		TOTAL	
First Year	%	$	%	$	%	$
Second Year	%	$	%	$	%	$
Third Year	%	$	%	$	%	$

(d) WILL PROGRAM REQUIRE HIRING OF NEW STATE EMPLOYEES? No ☐ Yes ☐ Number ________

(e) Will accounting for this grant be administered by the Executive Dept. Accounting Division? Yes ☐ No ☐

PLEASE ATTACH ANY ADDITIONAL NARRATIVE OR REMARKS

This is a Category 3 Project of Categorical exclusion according to the new environmental quality guidelines.

OREGON STATE HIGHWAY DIVISION
PROJECT CATEGORY REQUEST

A. Project Identification:

Section Clackamas-Boring HWY @ SE Foster Road (Damascus)

Highway Clackamas-Boring

County Clackamas

Region Metro

(Attach Sketch Map)

Date January 29, 1980

City ______ Hwy. No. #174

Begin M.P. ______ Length ______

Program Estimate $216,400

Funding Source ______

B. Purpose, Need, and Description of Project (Describe Alternatives):

The "T" type intersection of Foster Road with the Clackamas-Boring Highway has a history of serious accidents, due to both its configuration and the absence of a traffic signal. The situation is made even more dangerous by a large shopping center on the Clackamas-Boring Highway whose main entrance forms the fourth leg of the intersection. The intersection would be signalized with a fully activated multi-phase signal, with a separate phase for shopping center traffic. The project would channelize the intersection with painted medians for left turns from both directions and a right turn lane for westbound to northbound movements.

C. Recommended Project Category and Documentation:

Project Category	Documentation
______ 1	Draft and Final EIS
______ 2	Environmental Assessment and Finding of No Significant Impact
x 3	Categorical Exclusion

Other Documentation:

☐ Wetlands Finding
☐ Cultural Resource Survey
☐ Section 106 Procedures
☒ Noise Study Report
☐ Indirect Source Construction Permit
☐ Section 4(f) Determination

Basis for Recommended Category:

Because the impacts of this project would be limited and temporary, it is recommended that it be classified as a categorical exclusion.

D. Descriptions:	Existing Facility	Proposed Facility
Number of Traffic Lanes	2	2
Median (Yes/No)	no	yes
Shoulders (Yes/No, Paved, Gravel)	yes	yes
Average Daily Traffic (Volume/Year)	8600/79 on Clackamas HWY	
Alignment (New, Combined, Existing)		existing
Speeds (Posted/Estimated)	3000/79 Foster Road	

(11-16-79)

E. Preliminary Assessment of Enviromental Impacts:

1. Estimated Right-of-Way Impacts:

Acres	less than 1 acre
Estimated Number of Parcels	4
Residential Relocation (No.)	none
Business Relocation (No.)	none

2. Estimated Impact on Land Use:

None

3. Estimated Impact on Traffic Volumes, Flow, Patterns, and Safety:

The project would enhance the safety of the intersection area and smooth out traffic movements.

None

4. Estimated Impact on Rivers, Stream, Wetlands, Rare or Endangered Species or Other Natural Ecological Resources:

None

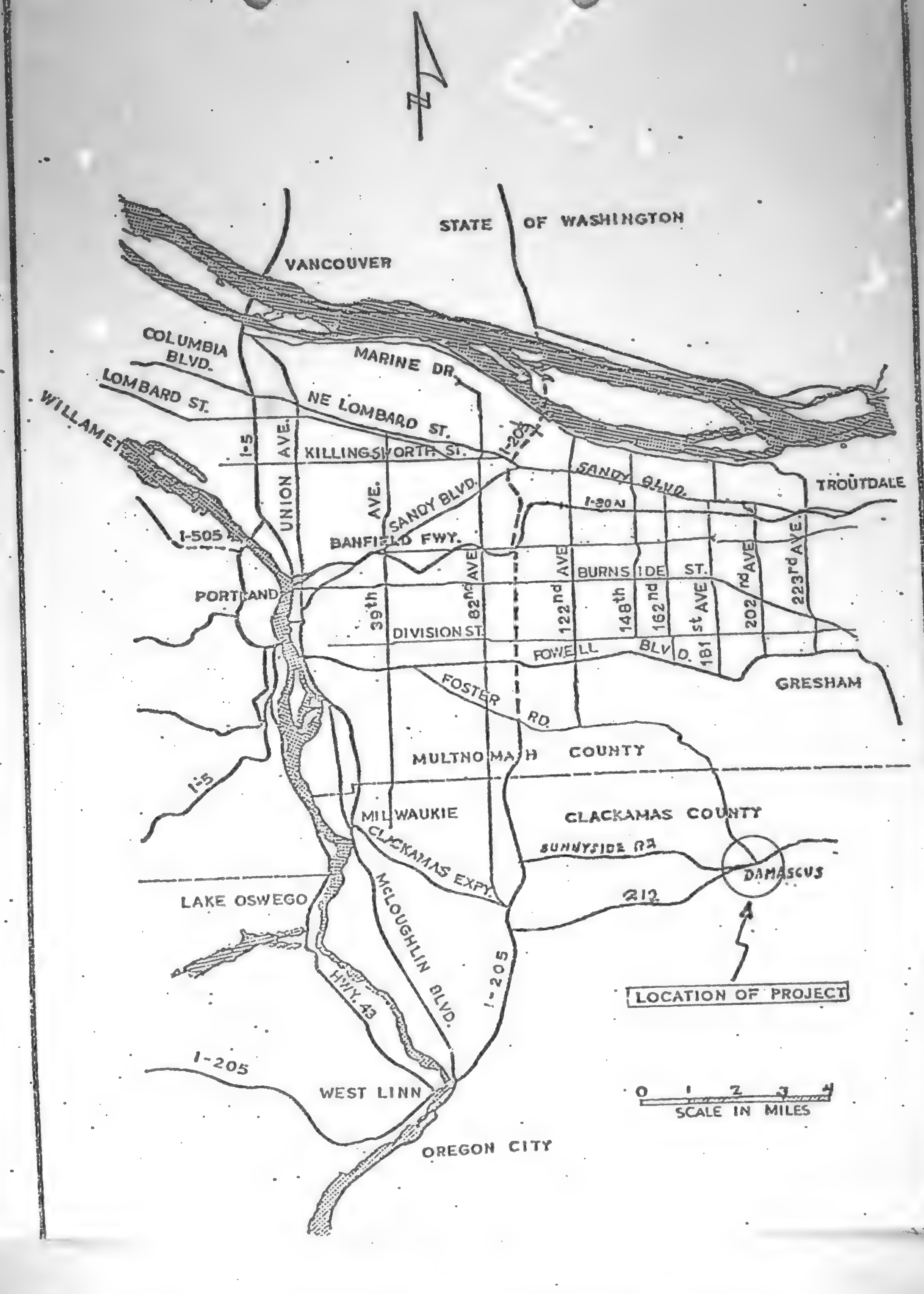
5. Estimated Impact on Parks, Historic Properties, or Other Cultural or Scenic Resources:

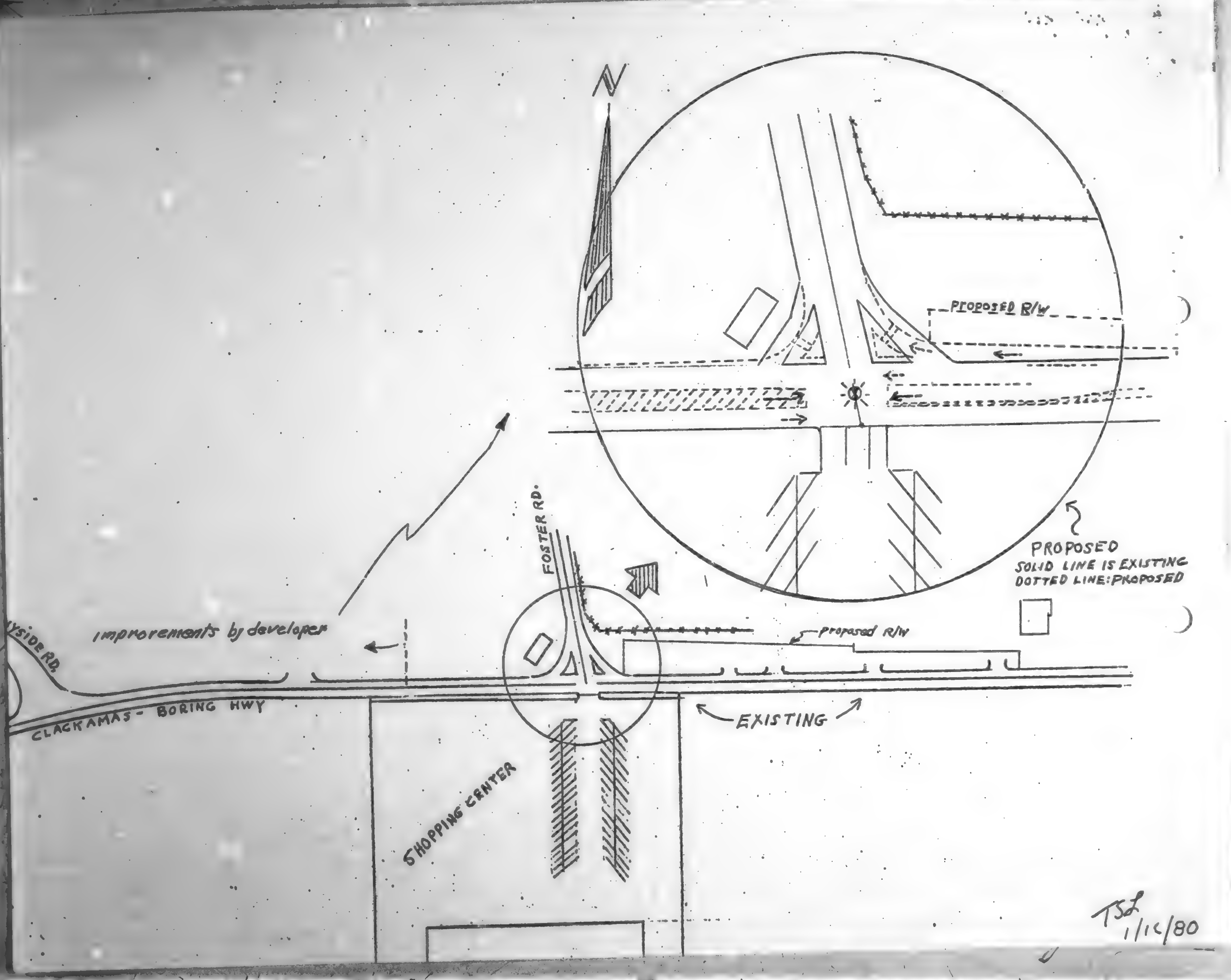
None

6. Preliminary Identification of Areas of Critical Concern and Controversial Issues:

None

Name of Preparer and Phone Number: Tom Loeber 238-7438


N
STATE OF WASHINGTON
VANCOUVER
COLUMBIA BLVD.
MARINE DR.
LOMBARD ST.
NE LOMBARD ST.
WILLAMETTE
I-5
UNION AVE.
KILLINGSWORTH ST.
I-205
SANDY BLVD.
TROUTDALE
AVE.
SANDY BLVD.
I-80N
I-505
BANFIELD FWY.
39th
82nd AVE
122nd AVE
BURNSIDE ST.
148th
162nd
181st AVE
202nd AVE
223rd AVE.
PORTLAND
DIVISION ST.
POWELL BLVD.
FOSTER RD.
GRESHAM
MULTNOMAH COUNTY
I-5
MILWAUKIE
CLACKAMAS COUNTY
CLACKAMAS EXPY.
SUNNYSIDE RD
DAMASCUS
LAKE OSWEGO
212
McLOUGHLIN BLVD.
HWY. 43
I-205
LOCATION OF PROJECT
I-205
WEST LINN
0 1 2 3 4
SCALE IN MILES
OREGON CITY


N
PROPOSED R/W
PROPOSED
SOLID LINE IS EXISTING
DOTTED LINE: PROPOSED
FOSTER RD.
improvements by developer
YSIDE RD.
CLACKAMAS - BORING HWY
Proposed R/W
EXISTING
SHOPPING CENTER
TSL
1/16/80

Ira 7-6

U.S. DEPARTMENT OF TRANSPORTATI FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

9260 10-10-79

FEDERAL AID PROJECT NO.
S-91(1)

STATE PROJECT NO.
See below

COUNTY NAME
Clackamas

PROGRAM STAGE (Check)
☐ 1. ☐ 2.

FROM:
G. L. Green, Division Administrator
Salem, OREGON

PROGRAM NO.

ITEM NO.
90073

TO:

Mr. H. S. Coulter
State Highway Engineer, OSHD
Salem, Oregon

10-16 orig

RECEIVED
STATE HWY ENGR
OCT 16 '79
REFER TO
Moehring
FOR

Info	Inves	R/D	D/R	Sign	Act	File

DATE PS&E APPROVED

DATE AUTHORIZATION EFFECTIVE
10-10-79

FEDERAL ROUTE NUMBER
Primary 91

STATE ROUTE NUMBER
Secondary 174

GENERAL LOCATION:

Clackamas - Boring Highway at SE Foster Road (Damascus)

GENERAL DESCRIPTION OF WORK:

Program change

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY

PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION

☒ OTHER (*Specify*) Program change - see below

☐ ACQUISITION OF RIGHT-OF-WAY

CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's 9-18-79 letter, I approve the program change to revise the TEC for Preliminary Engineering to $14,500 with Federal participation limited to $13,050.
(Increase TEC $11,000 - Federal funds $9,900)

DATE
10-10-79

SIGNATURE OF APPROVING OFFICIAL

TITLE
for Division Administrator

FORM PR-1240 (REV. 6-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1970-721-018

9260

VICTOR ATIYEH
GOVERNOR

Department of Environmental Quality

522 SOUTHWEST 5TH AVE. PORTLAND, OREGON

MAILING ADDRESS: P.O. BOX 1760, PORTLAND, OREGON 97207

[illegible]

file

cy: Const.
Metro.
Reg 1
Proj. Mgmt
Design

September 24, 1979

Oregon Department of Transportation
Attn: Mr. Gary A. Potter
412 Transportation Building
Salem, OR 97310

Re: Clackamas Highway--East
Portland Freeway to Boring Road
AQ Highway File No. 03-7927
Indirect Source Construction Permit
Date of Issuance

Gentlemen:

The Department has reviewed the information submitted with and in support of your application for construction of the above-referenced indirect source. It is understood that the proposed facility is to be located at the Clackamas Highway, Clackamas, Oregon.

The Proposed Indirect Source is approved for construction and operation subject to the conditions set forth in the Indirect Source Construction Permit.

If you wish to appeal any of the conditions or limitations contained in the attached permit you may request a hearing before the Environmental Quality Commission or its authorized representative, pursuant to ORS Chapter 183 and OAR, Chapter 340, Section 14.025(5). Such request for hearing shall be made in writing to the Director on or before 14 days following the date of issuance.

You are urged to carefully read the permit and to take all possible steps to comply with the conditions contained therein so as to minimize degradation to the environment of Oregon.

Sincerely,

EJWeathersbee

E. J. Weathersbee
Administrator
Air Quality Division

1 Versteeg ✓
Anderson
Copy Christensen
2 Olson [illegible]
Copy Sullivan
Terpin
3 Trout
Wakerlig

RECEIVED
OCT 02 1979
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring Up
Action

HWH:l
AL4110
Enclosure

cc: Clackamas County Planning Agency
Northwest Regional Office

DEQ-2

Permit Number: 03-7927
NCIS No.: 03-7927
Issuance Date: September 24, 1979
Page 1 of 3

INDIRECT SOURCE CONSTRUCTION PERMIT

Department of Environmental Quality
522 Southwest Fifth, Portland, OR 97204
Mailing Address: Box 1760, Portland, OR 97207

Issued in accordance with the provisions of
ORS 468.310 and OAR 20-100 through 20-135

INDIRECT SOURCE:

Clackamas Highway - East Portland Freeway to Boring Road

ISSUED TO:

Oregon Department of Transportation
412 Transportation Building
Salem, OR 97310

SOURCE SITE:	**County:**
Clackamas Highway Clackamas, Oregon	Clackamas

ISSUED BY THE DEPARTMENT OF ENVIRONMENTAL QUALITY

William H. Young

William H. Young, Director	September 24, 1979 Date

Permitted Activities

Until such time as this permit is modified or revoked, the Oregon Department of Transportation is herewith permitted to construct and operate an indirecat source.

The specific listing of requirements, limitations and conditions contained herein does not relieve the permittee from complying with all other rules and standards of the Department.

Permit Number: 03-7927
NCIS No.: 03-7927
Issuance Date: September 24, 1979

Permit Conditions for Highway Sections

1. The Highway Section approved for construction and operation shall be as follows:

   a. Clackamas Highway between East Portland Freeway to Boring Road.

Reporting Requirements

The following reporting requirements shall be a condition of this permit:

2. If construction of the facility approved by this permit has not been completed within 15 months after the issuance date of this permit, the permittee shall submit reports of construction progress to the Department. Such reports shall be submitted initially 15 months after the issuance date of this permit and shall be submitted thereafter annually on the anniversary date of the permit until such time as the permitted construction is completed and the NCIS form has been submitted to the Department. Failure to comply with this condition may constitute justification for revocation of this permit.

Special Conditions

The following special conditions shall be a part of this permit:

3. The project shall be constructed as generally described in the Final Environmental Impact Statement.

4. The permittee shall employ all practicable control measures to minimize fugitive dust emissions during construction activity.

Notice of Construction

5. A notice of construction form, number NC-IS 03-7927 shall be completed and submitted to the Department following construction and prior to operation of this facility.

General Conditions

G1. This permit is subject to revocation for cause, as provided by law, including but not limited to:

   a. Misrepresentation of any material fact or lack of full disclosure in the application including any exhibits thereto, or any other additional information requested or supplied in conjunction therewith;

   b. Violation of any of the requirements, limitations, or conditions contained herein.

   c. Initiating or completing any modifications of this facility which are subject to review by the Department under OAR Chapter 340, Sections 20-100 through 20-135, without prior notice to and approval by the Department.

Permit Number: 03-7927
NCIS No.: 03-7927
Issuance Date: September 24, 1979
Page 3 of 3

d. Failure to commence construction of this facility prior to 18 months following the date of issuance of this permit by the applicant.

e. Failure to commence construction of any planned incremental phase of the facility within 18 months of the time period stated for that phase in this permit.

f. Violation of any applicable statute or rule, standard, or order of the Environmental Quality Commission or the Department.

G2. The Director may grant extensions of the time periods stated in this permit upon a satisfactory showing by the permittee that such extension is justified.

G3. Prior to sale or exchange of the indirect source, the owner shall:

a. Notify the Department and supply the following information:

1) Name of new Owner and address of new Owner

2) Responsible person to contact

(a) Address
(b) Telephone number

b. Inform the prospective owner of the requirements, limitations, or conditions contained herein.

NOTE: A new permit with the same conditions as this permit will be issued to the new owner automatically, unless changes in operation of the facility will significantly increase motor vehicle-related emissions. In the case of a change in operations, a review of the changes would be made and appropriate permit conditions developed to ensure compliance with Department rules.

State of Oregon
Department of Environmental Quality
Air Quality Division
522 Southwest Fifth, Portland, OR 97204
Mailing Address: Box 1760, Portland, OR 97207

NOTICE OF COMPLETION OF INDIRECT SOURCE

This form is to be completed and forwarded to this office upon completion of the construction, installation or establishment of:

Clackamas Highway - E. Portland Freeway to Boring Rd.

NCIS ______________

Date 9/24/79

Department of Environmental Quality
Air Quality Division
Box 1760
Portland, OR 97207

Attn: Planning and Development Section

Gentlemen:

The construction, installation or establishment of the parking facility or highway facility described above was completed on ______________ and will be in operation by ______________.

____
Signature

____
Title

Tra 7-6

July 23, 1979

Clackamas County
Public Works Department
902 Abernethy Road
Oregon City, OR 97045

Mercury Development Incorporated
338 N. W. 5th Avenue
Portland, OR 97209

MISC. CONTRACTS and
AGREEMENTS No. 6905

Attention: Cy Fenn

Gentlemen:

Attached for your records is a fully executed copy of an agreement for installation of traffic signals on the Clackamas-Boring Highway at Foster Road.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Sincerely,

C. W. Head
COMMISSION SERVICES

fkm

Att.

bc Don Harwell (conf. agree. att.)

TRA 7-6

ROBERT W. STRAUB
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
Region I
P.O. BOX 02157, PORTLAND, OREGON 97202 PHONE 653-3090

December 19, 1978

State Senator Walt Brown
214 SW Wembly Pk. Rd.
Lake Oswego, OR 97034

Re: Traffic Conditions
Community of Damascus

Dear Senator Brown:

In a recent phone conversation with me you asked several questions concerning traffic matters on the Clackamas-Boring Highway, ORE 212, in the vicinity of Damascus.

Two of your questions concerned our proposed two-phase traffic signal project at the intersection of Foster Road and ORE 212. This is a project that would signalize the existing intersection with little reconstruction of the intersection. The project is programmed at $35,000. We're proceeding to finance the project through High Hazard Locations under the Federal Highway Safety Act. This is 90% federal money and 10% local match. We have also received some support from the shopping center which has one of the approaches to this intersection. Their committment is for $7,500 of the project. The proposed project would be a simple one to accomplish since no additional right of way would be involved.

It is of course, physically possible to provide a left turn lane through this section if widening is provided for that. This would up the cost of the project considerably and could involve some right of way acquisition. The proposed traffic signal design will include consideration of future widening and extra phases in the traffic signal for a left turn movement. There would be an additional cost to provide the extra phases in the traffic signal when it is converted from a two-phase to a controller which would provide left turn protection.

Tra 7-2

As you are probably aware, this highway was recently transferred to the jurisdiction of the Oregon Transportation Commission from Clackamas County. When this happened the jurisdiction for speed on the section of highway was transferred from State Speed Control Board to the Oregon Transportation Commission. The Transportation Commission has delegated this authority to

Form 81-734-3122

the staff. The recommendations for speed are made in my office and forwarded to the Traffic Section in Salem. Mr. L. E. George, Traffic Services Supervisor, reviews these for the Transportation Commission. Our recommendations are to lower the existing 40 MPH speed zone to 35 MPH, and lower the existing 55 MPH speed zone east of Damascus to approximately SE 232nd Avenue to 45 MPH. It is expected that these speed recommendations will be established. If you have any concerns about these recommendations you might want to talk with Mr. George at 378-6537 in Salem.

Tra 16.2

There has been a review of the roadway and the striping on the section of highway east of Damascus. It was found that the existing striping was in good shape. This includes a yellow centerline on a 22 to 24 foot paved section with white shoulder striping. The gravel shoulders are 2 to 4 feet wide. The last painting in this section of highway was on October 11, 1978.

The installation of reflectorized buttons is always a possibility. We do try to put these reflectorized buttons in areas where they will not be destroyed by snow plows in heavy snow areas. This section is considered to be a snow zone area, and normally we would not install raised buttons since they are taken off with each snow condition.

I trust this will answer your questions concerning traffic conditions in this area.

Sincerely,

ORIGINAL SIGNED BY
EDWARD L. HARDT

Edward L. Hardt
Region Engineer

RWF/gw
bc: F. B. Klaboe
R. N. Bothman
L. E. George
Harry Woodward
Ron Failmezger

RECEIVED
DOT OPERATIONS
DEC 2_ '78
REFER TO
FOR

MDI MERCURY DEVELOPMENT, Inc.

Development • Management

Phone (503) 223-2108 • 338 N.W. 5th Avenue • Portland, Oregon 97209

9260

September 26, 1978

OE RE RME RCE BE
TE RECEIVED RSM
UE SEP 28 1978 RSC
SO REGION I RBI
TO

Mr. Leonal H. Gunderson
Region Assistant Traffic Engineer
Department of Transportation
Highway Division
Region I
P. O. Box 02157
Portland, Oregon 97202

Re: Proposed Signal
Clackamas Boring Highway
Route 212, Highway 174
at S. E. Foster Road

Dear Mr. Gunderson:

In line with our discussions concerning the proposed signalization of the intersection of Highway 212 and S. E. Foster Road at the entrance to the Damascus Square Shopping Center, I am authorized by the owners of the center to acknowledge to you that it their opinion that the proposed signal installation would provide a safer access to their shopping center if their access is included in the installation thereof. The owners also realize there would be specific private benefits to the center's shoppers, and since it is their understanding that the State does not signalize private access to the highway system, they would agree to comply with State policy on monetary expenditures for private access, and in this instance the owners of the shopping center would agree to pay for a share of the signalization cost up to a top figure of $7,500.00.

If you will consider such access and contribution in your planning, we would see fit to supply any additional information and/or sign a formal agreement regarding the above.

Very truly yours,

MERCURY DEVELOPMENT, INC.
Agents for the owners

Cy Penn

CCP:pd

1981 Powers Wayside Sec. of 9261
the Powers Hwy. 10 miles north
of Powers. (Grading & paving)

9261

I

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

PRO 6-2

Date: February 27, 1985

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

ORIGINAL SIGNED BY
GARY A. POTTER

Copy
#8941
#9261

From: Gary A. Potter, Manager
Program Section

Subject: Project Termination
Project No. RS-206(10)
Broadbent-Powers Section
Powers Highway
Coos County

I request your approval to terminate the subject project and claim participation for incurred preliminary engineering costs of approximately $232,945.48. This project was approved and authorization given on August 12, 1975 for Phase I work and PS&E preparation was authorized on August 2, 1979 concurrent with approval of the Final Negative Declaration.

8941 9261

There have been two construction projects, RS-105(2) and RS-105(4), contracted as a result of the preliminary engineering work. However, no further construction work is approved in the current Six Year Highway Improvement Program.

A review of the accounting records indicate that no changes have been made for the last couple years. Therefore, we feel the preliminary engineering project should be closed out at this time.

Upon receipt of your approval to terminate the project, I will request the Accounting Section to submit a final voucher.

CPL:me
cc: R. Pool
J. Peterson
General Files

Form 734-3122

9261 1-3-83 file B

REPORT OF ACTION UNDER DELEGATED AUTHORITY BY
ASSISTANT STATE HIGHWAY ENGINEER

On behalf of the Commission and under delegated authority, the following contracts were accepted as being completed according to specifications:

Contractor and Contract No.	Section and County	Acceptance Date
Cascade Const. Co., Inc. No. 9308	W. Fork Dairy Cr.-Tillamook Jct. Washington County	December 3, 1982
Nelson-Deppe, Inc. No. 9302	Austin Jct. Project Grant County	December 3, 1982
Ontario Asphalt Paving Co. No. 9265	Central Ore. Hwy. @ Succor Cr. Hwy. (Nyssa) Malheur County	December 7, 1982
Ajax Elec. Co., Inc. No. 9409	Pac. Hwy. W. @ SW 78th Ave. (Tigard) Washington County	December 7, 1982
Eucon Corp. of Idaho No. 9434	Juniper Canyon Rd.-Lexington/Echo Hwy. Morrow County	December 8, 1982
Hamilton Electric, Inc. No. 9336	Center St. @ Lancaster Dr. (Salem) & Lancaster Dr. @ Market St. (Salem) Marion County	December 8, 1982
Bracelin-Yeager Excavating No. 9261	Powers Wayside Coos County	December 8, 1982
JAL Construction, Inc. No. 9479	Ochoco Cr.-Barnes Butte Rd. Crook County	December 10, 1982
Suomi Enterprises, Inc. No. 9425	Baldock Safety Rest Area Clackamas County	December 17, 1982
Select Contractors, Inc. No. 94 73	Region 3 (6 cities Pavement Marking Project) Douglas & Jackson Counties	December 17, 1982
Howard Logsdon Logging No. 9478	Ukiah Rock Production Umatilla County	December 17, 1982

Contractor and Contract No.	Section and County	Acceptance Date
R.J. Taggard Const., Inc. No. 9471	Canyonville Rock Production Douglas County	December 17, 1982
Kniestadt & Sons No. 9433	Blackhorse Cr. (Lexington) Br. Morrow County	December 20, 1982
R. A. Hatch Co. No. 9355	NE 112th Ave.-NE 148th Ave. Multnomah County	December 20, 1982
Swanston Equipment Co. No. 9426	Col. Co. Pavement Marking #2 Columbia County	December 22, 1982
Angell Asphalt & Aggregate, Inc. No. 9370	Reedsport-Dean Creek Douglas County	December 22, 1982
Select Contractors, Inc. No. 9428	Marion Co. Pavement Marking #2 Marion County	December 22, 1982
Eugene Sand & Gravel,Inc. No. 9475	Poterf Cr.-Poodle Cr. Lane County	December 22, 1982
Bayview Transit Mix,Inc. No. 9494	19th St.-Astor Column (Astoria) Clatsop County	December 23, 1982
Morse Bros., Inc. No. 9411	SPRR X'ing.-Lebanon Ditch Linn County	December 23, 1982
H2O Blasters, Inc./H2O Contractors, Inc. No. 9463	Willamette River (Oregon City Arch) Bridge Clackamas County	December 28, 1982
A & R Const., Inc. dba Laco Const. Co. No. 9398	Willow Creek Bridges Malheur County	December 28, 1982
Hyland Bros. Const., Inc. No. 9417	Springfield Downtown Transit Station Lane County	December 29, 1982
Hamilton Electric, Inc. No. 9129	Division St. NE-Trade St. SE (Salem) Marion County	December 29, 1982
Halcyon Painting No. 9496	SPRR O'Xing (Albany) Linn County	December 29, 1982

Contractor and Contract No.	Section and County	Acceptance Date
Douglas S. Coats, Inc. No. 9325	NW 2nd St.-Old Oregon Trail Hwy. Malheur County	December 30, 1982
Sims Electric, Inc. No. 9408	E. 1st St. @ E. Revere St. (Bend) Deschutes County	December 30, 1982

January 3, 1983

W. E. Schwartz, P.E.
Asst. State Highway Engineer

9261

B

December 14, 1982

United Pacific Insurance Co.
Bond Department
33405 8th Ave. So C-3000
Federal Way, WA 98003

CON 5
#9261

Gentlemen or Ladies:

On December 10, 1982, we wrote to you concerning release of final payment on Contract No. 9261 awarded to Bracelin-Yeager Excavating & Trucking, Inc. for work on the Powers Wayside Section of the Powers Highway in Coos County.

Final payment on this contract is $3,237.64 and the total contract amount is $1,592,166.69 including $233,929.55 for work performed under force account.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

js

cc: Bracelin-Yeager Excavating & Trucking, Inc.
3055 Ocean Boulevard
Coos Bay, OR 97420

bc: C. T. Keasey
Walt Hart
Al Shirley

7261 [illegible]

ROAD DESIGN SECTION 378-6558 DES 16

A. E. Shirley, Jr.
Region III Engineer, ROSEBURG

November 2, 1982

W. H. Wakarlig
Right of Way Descriptions Supervisor

Powers Wayside Section
Powers Highway
Coos County

____ Versteeg ____
____ Anderson ____
____ Adams ____
____ Olson ____
____ Sullivan ____
____ Terpin ____
____ Trout ____
____ Wakarlig ____

RECEIVED
NOV 03 1982
ROAD DESIGN
SECTION

Do Not File
Return To ____
Bring Up ____ / ____
Action ____

We are forwarding herewith a reproducible map, 9B-16-13 and 1 Roll - Base Map, covering the subject survey for your verification, narrative, professional seal, signature and submittal to the county per ORS 209.250.

The narrative shall explain the purpose of the survey, the basis on which lines were established and which found monuments and deed elements controlled the lines established or reestablished.

If, the narrative is a separate document, the narrative and the map should be referenced to each other and the narrative should contain additional information as follows:

1. Location of survey by ¼ Section, Donation Land Claim, Township and Range.
2. Date of Survey.
3. Surveyor's Seal.
4. Surveyor's business name and address.

By:

Arthur L. Dean
Sr. Design Draftsman

ALD:rlr
Attachment

9261

2.

CON

DATE: October 8, 1982

TO: Oregon Transportation Commission

FROM: H. S. Coulter
State Highway Engineer

SUBJECT: Request for Increase in Project Authorization
Powers Wayside Section
Powers Highway, Coos County
Contract No. 9261

This rural secondary grading and paving job is essentially completed and the latest estimate indicates that it will exceed the project authorization by $192,827 or 12.6 percent.

Slides caused by excessive underground moisture necessitated additional excavation costs of $233,000. Other additional work related to the slides included extra flagging, $32,000; additional culvert pipe and underground drains, $6,000; clearing and grubbing, $16,000 and extra seeding and mulching, $7,000.

There are sufficient funds available in the category of work and all the increase is eligible for federal participation.

I recommend that the authorization be increased by $192,827 to a new total of $1,723,878.24. This matter will be on the consent calendar for the October 19 meeting.

OBJ:mk st

bc Fred D. Miller
R. W. Gormsen
C. T. Keasey
V. E. Skoog
Alfred Shirley, Jr.
George Bell

9261

L

STATE OF OREGON
Highway Construction

INTEROFFICE MEMO
378-6318
FILE: CON 5

TO: W. E. Schwartz, P.E., P.L.S.
Ass't. State Highway Engineer

DATE: October 5, 1982

O.B. Jackmond

FROM: O. B. Jackmond, P.E., P.L.S.
Contract Administration Engineer

NOTED
H.S. COULTER

NOTED
W. E. SCHWARTZ

SUBJECT: Request for Increase in Project Authorization
Powers Wayside Section
Powers Highway, Coos County
Contract No. 9261

This rural secondary grading and paving job is essentially completed and the latest estimate indicates that it will exceed the project authorization by $192,827 or 12.6 percent.

The authorization for this project was increased by the Transportation Commission at its meeting on November 18, 1981. The authorization was increased at that time by $558,059.21 which has proven to be insufficient.

Slides caused by excessive underground moisture necessitated additional excavation costs of $233,000. Other additional work related to the slides included extra flagging, $32,000; additional culvert pipe and underground drains, $6,000; clearing and grubbing, $16,000 and extra seeding and mulching, $7,000.

There are sufficient funds available in the category of work and all the increase is eligible for federal participation. PCRB approval is not required.

Attached is a rough draft letter to the Transportation Commission requesting an increase of $192,827. Also attached is a copy of the Expected Overrun of Project Authorization form.

OBJ:HHP:mk

Attach.

cc: Alfred Shirley, Jr.
F. D. Morrison
R. D. Church
D. E. Swan

Contains Recycled Materials

9261

L,

FORM 734-3001

FIELD ENGINEER'S WEEKLY REPORT

OREGON STATE HIGHWAY DIVISION

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: POWERS WAYSIDE

WEEK ENDING: SETEMBER 11, 1982

SECTION PREFIX: 106-1071

HIGHWAY: POWERS

COUNTY: COOS

NAME OF JOB: POWERS WAYSIDE

KIND OF WORK: GRADING AND PAVING

CONTRACTOR: BRACELIN-YEAGER EXCAVATING & TRUCKING

CONTRACT NUMBER: 9261

FEDERAL AID PROJECT NUMBER: RS-105(4)

DATE OF CONTRACT: MARCH 3, 1981

DATE WORK STARTED: MARCH 13, 1981

ESTIMATED COMPLETION DATE: JULY 13, 1981

AVERAGE FORCE ON PROJECT FOR THE WEEK:

MEN: 0 SUPERVISION: 0

SPECIFIED WORK DAYS:

WORK DAYS USED:

SPECIFIED CALENDAR DAYS 280

CALENDAR DAYS USED 252½

SPECIFIED COMPLETION DATE:

PERCENT OF TIME ELAPSED: 90

PROJECT AUTHORIZATION: $1,531,051.24

EXCLUSIVE OF ENGINEERING: $1,421,051.24

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $1,617,141.69

ESTIMATED PERCENT [✓ OVERRUN] UNDERRUN 13.8%

ENGINEERING AUTHORIZATION $110,660.00

This Week 986.02

ENGINEERING COST TO DATE $126,091.73

PERCENT OF AUTHORIZATION 114.6%

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100

DATE PROJECT WAS COMPLETED: July 13, 1982

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
100	100	100	100	100	100		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	1.0				
MILES PARTIALLY COMPLETED	1.0				
MILES COMPLETED	1.0				
TOTAL ESTIMATED QUANTITIES (CONTRACT)	27,800.00	3,800		295	12,214
TOTAL QUANTITIES CORRECTED TO DATE	119,494.00	2,739		322	12,214
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	119,494.00	2,739		322	12,839
AVERAGE DAILY QUANTITIES	0.0				
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME	0.0				
NUMBER OF SHIFTS PER DAY	0.0				
HOURS PER SHIFT	0.0				

EQUIPMENT USED DURING THE WEEK:

NONE

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

		WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	5	Fair	0		
MONDAY	6	Fair	0		
TUESDAY	7	Fair	0		
WEDNESDAY	8	Fair	0		
THURSDAY	9	Rain	0		
FRIDAY	10	Cloudy	0		
SATURDAY	11		0		

K

RECEIVED
SEP 13 1982
CONSTRUCTION SECTION

CE
CAE
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EEO

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CP

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY 5	
MONDAY 6	No Work
TUESDAY 7	The state field crew setting R/W pins and reference monuments.
WEDNESDAY 8	No Work
THURSDAY 9	The state field crew setting R/W pins and reference monuments.
FRIDAY 10	The state field crew setting R/W posts and reference monuments.
SATURDAY 11	

REMARKS

The semi-final estimate is being hand carried to the Region office today, 9-10-82.

This will be the last weekly report.

SIGNED F. D. Morrison LOCATION Coquille

F.D. Morrison, Project Manager

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED. SUBMIT 3 COPIES

SP-F216

9261

STATE COPY

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	State Oregon
MONTHLY TRANSACTION NUMBER 8-187		County Coos
PROJECT REPORT NUMBER	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	Project Number RS-105(4)
MODIFICATION NUMBER 4	August 12, 1982	

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on March 17, 19 81, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 1,692,000.00	$ 1,740,000.00
Federal funds	$ 1,492,005.00	$ 1,534,332.00
Other revisions		

This modification is made for the following reasons: to include increase in construction engineering costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 12th day of August, 1982.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Program Management Engineer
(Title)

XXXX For: H.S. Coulter, P.E.

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

Gen File

Oregon State Highway Division
Salem, Oregon August 6, 1982

Federal-Aid Project
No. RS-105(4)

Powers Wayside Section
Powers Highway
Coos County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code 6203
Roadway (Sta. 281+00 to Sta. 325+00)

Subtotal of previous estimate of July 15, 1981	$1,571,019.14
SUBTOTAL	$1,571,019.14
Engineering	168,980.86
TOTAL	$1,740,000.00

Length of Roadway --------- 0.833 mi.
Cost of Roadway Per Mile-- $2,088,835.53

Federal Funds ------------	$1,534,332.00
State Funds ---------------	205,668.00
TOTAL	$1,740,000.00

Group 1	100%
Cont. No.	9261
Prefix:	106-1903
Prefix:	106-1071

9261

STATE COPY

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NUMBER 7-217 PROJECT REPORT NUMBER MODIFICATION NUMBER 3	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION **MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT** 7/21/82	State Oregon County Coos Project Number RS-105(4)

The Project Agreement for the above-referenced project entered into between the undersigned parties

and executed by the Division Administrator on March 17, 19 81

is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 1,568,811.00	$ 1,692,000.00
Federal funds	$ 1,382,750.00	$ 1,492,005.00
Other revisions		

This modification is made for the following reasons: to include increase in construction costs & construction engineering costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 21st day of July, 1982.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Program Management Engineer
(Title)

XXy For: H.S. Coulter, P.E.

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 10-76)

Previous editions are obsolete

Gen. File

Oregon State Highway Division
Salem, Oregon July 15, 1982

Federal-Aid Project
No. RS-105(4)

Powers Wayside Section
Powers Highway
Coos County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code 6203
Roadway (Sta. 281+00 to Sta. 325+00)

Subtotal of previous estimate of December 2, 1981		$1,452,949.71
Additional Items		
Remove Slide Mat'l and Placing	All Required	$ 118,069.43
	Increase	$ 118,069.43
	Subtotal	$1,571,019.14
	Engineering	120,980.86
	Total	$1,692,000.00

Length of Roadway -------------- 0.833 mi.
Cost of Roadway Per Mile -------$2,031,212.48

Federal Funds -----------------$1,492,005.00
State Funds -------------------- 199,995.00
TOTAL $1,692,000.00

Group 1	100%
Contract No.	9261
Prefix:	106-1903
Prefix:	106-1071

9261

STATE COPY

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NUMBER 12-165	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	State Oregon
PROJECT REPORT NUMBER	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT** 12/7/81	County Coos
MODIFICATION NUMBER 2		Project Number RS-105(4)

The Project Agreement for the above-referenced project entered into between the undersigned parties

and executed by the Division Administrator on March 17 , 19 81 ,

is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 1,235,000.00	$ 1,568,811.00
Federal funds	$ 1,089,023.00	$ 1,382,750.00
Other revisions		

This modification is made for the following reasons: to include increase in construction costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 7th day of December , 19 81 .

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Asst. State Hwy. Engineer
(Title)

~~XXX~~ By For: H.S. Coulter

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)
For: Dale E. Wilken

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

Gen. File

Oregon State Highway Division
Salem, Oregon December 2, 1981

Federal Aid Project
No. RS-105(4)

Powers Wayside Section
Powers Highway
Coos County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code 6203
Roadway (Sta. 281+00 to Sta. 325+00)

Subtotal of previous estimate of Oct. 6, 1981 $1,119,138.70

Previous Estimate

Embankment Foundation	600 Cu. Yd.	5.00	$ 3,000.00
Slide Excavation (P.A. #6)	24,000 Cu. Yd.	6.65	$ 159,600.00
			$ 162,600.00

Revised Estimate

Embankment Foundation	7,096 Cu. Yd.	5.00	35,480.00
Remove & Dispose Slide Matl. (EWO #4)		All Required	115,000.00
Slide Excavation (P.A. #6)	52,019 Cu. Yd.	6.65	345,931.01
			$ 496,411.01
		Increase	333,811.01
		Subtotal	$1,452,949.71
		Engineering	115,861.29
		TOTAL	$1,568,811.00

Length of Roadway --------- 0.833 mi.
Cost of Roadway Per Mile --$1,883,326.53

Federal Funds -------------$1,382,750.00
State Funds --------------- 186,061.00
TOTAL $1,568,811.00

Group 1	100%
Contract No.	9261
Prefix:	106-1902
Prefix:	106-1071

9261 STATE COPY

. TO BE COMPLETED BY FHWA	.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	ate Oregon
MONTHLY TRANSACTION NUMBER 10-138		County Coos
PROJECT REPORT NUMBER	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	Project Number RS-105(4)
MODIFICATION NUMBER	10/21/81	

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on March 17, 1981, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 973,000.00	$1,235,000.00
Federal funds	$ 857,991.00	$1,089,023.00
Other revisions		

This modification is made for the following reasons: To include increase in Construction costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 21st day of October, 1981.

Oregon State Highway Division
(Official name of Highway Agency)

By

Ass't. State Highway Engineer
(Title)

~~By~~ XX For: H.S. Coulter

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

Gen File

Oregon State Highway Division
Salem, Oregon October 16, 1981

Federal Aid Project
No. RS-105(4)

Powers Wayside Section
Powers Highway
Coos County

Revised Project Agreement Estimate

Type Code 6203
Roadway (Sta. 281 + 00 to Sta. 325 + 00)

Subtotal of previous estimate of March 11, 1981 $ 857,161.70

Previous Estimate

Flagman	1500 Hr.	23.00	34,500.00
General Excavation	24,300 Cu.Yd.	6.65	161,595.00
Slide Correction		All Required	15,000.00
			$ 211,095.00

Revised Estimate

Flagman	2800 Hr.	23.00	64,400.00
General Excavation	36,080 Cu.Yd.	6.65	230,622.00
Remove Danger Trees (P.A. #1)	7 Each	350.00	2,450.00
Clearing & Grubbing (P.A. #6)		All Required	16,000.00
Slide Excavation (P.A. #6)	240,000 Cu.Yd.	0.665	159,600.00
			$ 473,072.00
		Increase	261,977.00
		Subtotal	$1,119,138.70
		Engineering	115,861.30
		Total	$1,235,000.00

Length of Roadway - - - - - - - - - - - 0.833 mi.
Cost of Roadway per Mile- - - - - - - $1,482,593.03

Federal Funds (88.18%) - - - - - - - - - -	$ 1,089,023.00
State Funds - - - - - - - - - - - - - -	145,977.00
Total	$ 1,235,000.00

Group 1-100%
Contract No. 9261
Prefix 106-1903
Prefix 106-1071

9261

L,

STATE COPY

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	STATE OREGON
$ 3-105		COUNTY COOS
	FEDERAL-AID PROJECT AGREEMENT 3/17/81	PROJECT NO. RS-105(4)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Powers wayside

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	2-4-81	0.833
OTHER *(Specify)*		

FUNDS PRO RATA 88.18%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 973,000.00	$ 857,991.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Asst. State Highway Engineer
(Title)

XX For: H.S. Coulter

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: E.J. Valach (Acting)

Date executed by Division Administrator MAR 17 1981

FORM PR-2 (REV. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway. agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

file

Oregon State Highway Division
Salem, Oregon, March 11, 1981

Federal Aid Project
No. RS-105(4)

Powers Wayside Section
Powers Highway
Coos County

Project agreement estimate.

Type Code 6203
Roadway (Sta. 281+00 to Sta. 325+00)

Mobilization	All Required		$ 27,500.00
Temporary Protection and Direction of Traffic	All Required		11,400.00
Temporary Signs	311 Sq.Ft.	5.00	1,555.00
Temporary Barricades	31 Each	50.00	1,550.00
Temporary Guard Rail, Type 1, Reflectorized	4,263 Lin.Ft.	4.40	18,757.20
Temporary Delineators	16 Each	20.00	320.00
Flagmen	1,500 Hr.	23.00	34,500.00
Pilot Car	500 Hr.	25.00	12,500.00
Clearing and Grubbing	All Required		35,800.00
Ditch Excavation	30 Cu.Yd.	10.00	300.00
Embankment Foundation Excavation	600 Cu.Yd.	5.00	3,000.00
General Excavation	24,300 Cu.Yd.	6.65	161,595.00
Extra for Selected Rock Embankment Material	2,350 Cu.Yd.	4.50	10,575.00
Trench Excavation	520 Cu.Yd.	7.00	3,640.00
Finishing Roadbed and Slopes	All Required		20,000.00
Watering	300 M-Gal	15.00	4,500.00
Aggregate Shoulders	3,800 Ton	8.80	33,440.00

Alternate ("A")

Emulsified Asphalt Concrete Mixture	11,500 Ton	16.50	189,750.00
Emulsified Asphalt in Mixture	690 Ton	219.00	151,110.00
Aggregate in Sand Choke Seal	200 Cu.Yd.	22.00	4,400.00
1/4"-#10 Aggregate in Chip Seal	95 Cu.Yd.	35.00	3,325.00
Emulsified Asphalt in Chip Seal	17 Ton	290.00	4,930.00
Asphalt in Tack Coat	7 Ton	320.00	2,240.00
Concrete Ditch Lining	35 Sq.Yd.	15.00	525.00
8-inch Culvert Pipe	12 Lin.Ft.	10.00	120.00
10-inch Culvert Pipe	6 Lin.Ft.	12.00	72.00
12-inch Culvert Pipe	132 Lin.Ft.	13.00	1,716.00
18-inch Culvert Pipe	346 Lin.Ft.	20.00	6,920.00
24-inch Culvert Pipe	46 Lin.Ft.	22.00	1,012.00
36-inch Culvert Pipe	44 Lin.Ft.	34.00	1,496.00
Concrete Inlets, Type G-2 Modified	2 Each	750.00	1,500.00
6-inch Drain Pipe	1,315 Lin.Ft.	4.00	5,260.00
8-inch Drain Pipe	200 Lin.Ft.	6.00	1,200.00
Filter Fabric	830 Sq.Yd.	1.25	1,037.50
Gravel in Drains	100 Cu.Yd.	12.00	1,200.00

Oregon State Highway Division
Salem, Oregon, March 11, 1981

Federal Aid Project
No. RS-105(4)

Guard Rail, Type 2A	1,725	Lin.Ft.	11.00	18,975.00
Guard Rail Anchors, Type 1	4	Each	300.00	1,200.00
Rail End Pieces, Type C	4	Each	100.00	400.00
Type 2 Fence	4,270	Lin.Ft.	2.30	9,821.00
16' Single Gates	3	Each	250.00	750.00
24' Double Gates	1	Each	300.00	300.00
Extra for Asphalt Approaches	5	Each	250.00	1,250.00
Delineators, Type 2	46	Each	20.00	920.00
Delineators, Type 4	10	Each	20.00	200.00
Roadside Seeding and Mulching	2	Acre	1,100.00	2,200.00
		Subtotal (Alt. ("A")		$794,761.70

Anticipated Items

Permanent Pavement Striping	All Required	$ 600.00
Temporary Pavement Striping	All Required	900.00
Temporary Erosion Control	All Required	100.00
Asphalt Cement Adjustment	All Required	45,000.00
On-the-Job Trainees (1 @ $800)	All Required	800.00
Slide Correction	All Required	15,000.00
		$ 62,400.00

Subtotal	$857,161.70
Engineering	115,838.30
Total	$973,000.00

Length of Roadway - - - - - 0.833 Mi.
Cost of Roadway Per Mile - $1,168,067.23

Federal Funds (88.18%)	$857,991
State Funds	115,009
Total	$973,000

Group 1 - 100%
Contract No. 9261
Prefix 106-1903
Prefix 106-1071

9261

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FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Powers Wayside

WEEK ENDING: August 7, 1982

SECTION PREFIX: 106-1071

HIGHWAY: Powers

COUNTY: Coos

NAME OF JOB: Powers Wayside

KIND OF WORK: Grading and Paving

CONTRACTOR: Bracelin-Yeager Excavating & Trucking

CONTRACT NUMBER: 9261

FEDERAL AID PROJECT NUMBER: RS-105(4)

DATE OF CONTRACT: March 3, 1981

DATE WORK STARTED: March 13, 1981

ESTIMATED COMPLETION DATE: July 13, 1982

AVERAGE FORCE ON PROJECT FOR THE WEEK:

MEN: 0 SUPERVISION: 0

SPECIFIED WORK DAYS

SPECIFIED CALENDAR DAYS 280

SPECIFIED COMPLETION DATE

WORK DAYS USED

CALENDAR DAYS USED 252½

PERCENT OF TIME ELAPSED 90

PROJECT AUTHORIZATION: $1,531,051.24

EXCLUSIVE OF ENGINEERING: $1,421,051.24

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $1,617,141.69

ESTIMATED PERCENT: OVERRUN 13.8%

ENGINEERING AUTHORIZATION $110,000.00

This Week 22.60

ENGINEERING COST TO DATE $115,744.03

PERCENT OF AUTHORIZATION 105%

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 100

DATE PROJECT WAS COMPLETED: July 13, 1982

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
100	100	100	100	100	100		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	1.0				
MILES PARTIALLY COMPLETED	1.0				
MILES COMPLETED	1.0				
TOTAL ESTIMATED QUANTITIES (CONTRACT)	27,800	3,800		295	12,214
TOTAL QUANTITIES CORRECTED TO DATE	119,496	2,739		322	12,839
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	119,496	2,739		322	12,839
AVERAGE DAILY QUANTITIES	0	0		0	0
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY	0				
HOURS PER SHIFT	0				

EQUIPMENT USED DURING THE WEEK: None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

		WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	1	Cloudy	0		Project was completed on July 13, 1982. This office submitted a request for Expected Overrun Authorization on July 2, 1982.
MONDAY	2	Cloudy	0		
TUESDAY	3	Cloudy	0		
WEDNESDAY	4	Cloudy	0		
THURSDAY	5	Fair	0		
FRIDAY	6	Fair	0		
SATURDAY	7		0		

RECEIVED
AUG 9 1982
CONSTRUCTION SECTION

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GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY 1	
MONDAY 2	Project complete.
TUESDAY 3	
WEDNESDAY 4	
THURSDAY 5	
FRIDAY 6	
SATURDAY 7	

REMARKS

The Project is complete and this Office working on the Semi-Final and hope to have it ready to submit next week.

SIGNED F. D. Morrison LOCATION Coquille

F. D. Morrison, Project Manager

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP-F216

9261 7-21-82 L.

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. RS-105(3)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Coos

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 90288

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 7/21/82

8. FEDERAL ROUTE NUMBER Secondary 105

9. STATE ROUTE NUMBER Secondary 242

10. GENERAL LOCATION:

Powers Wayside Section

11. GENERAL DESCRIPTION OF WORK

Right of Way

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☒ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

As requested by Mr. Swan's letter of 7/13/82 you are now authorized to proceed with all phases of right of way acquisition for File numbers 50569 and 52888 as shown on R/W map 9B-16-13 at a TEC $6,500 Federal Funds $5,730.

Federal participation is limited to that right of way actually incorporated in the final location of the subject project.

RECEIVED
STATE HWY ENGR
JUL 23 '82
REFER TO Moehrung
FOR
Info Inves R/D D R Sign Ar File

Orig to 7-26-82

14. DATE 7/21/82

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hussner

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

9261

ROAD DESIGN SECTION 378-6558

ROW 3:1

June 25, 1982

J. B. Boyd, Manager
Right of Way Section

J. H. Versteeg
Road Design Engineer

Files 23731 and 52888
[redacted]
Cobb County

Attached are descriptions (2 files), an authorization, correspondence and right of way prints covering right of way required for the subject project which is presently under construction. Please note that this will be the third acquisition using file number 23731.

By: R

Robert R. Rounds
R/W Descriptions Coordinator

RRR:rlr
Attachments

9261

L,

[redacted]

VICTOR ATIYEH
GOVERNOR

Department of Transportation
STATE HIGHWAY DIVISION

IN REPLY REFER TO
FILE NO.:
CON

June 25, 1982

Bracelin-Yeagar Excavating
and Trucking, Inc.
3055 Ocean Blvd.
Coos Bay, Oregon 97420

Time Extension Request
Powers Wayside
Contract No. 9261
FAP #RS-105(4)

Your request for additional contract time in which to complete the above project has been reviewed. A contract time extension of 60 calendar days is granted due to the performance of extra and added work.

The revised time of completion of this contract is 280 calendar days.

W. E. Schwartz, P.E.
Assistant State Highway Engineer
for Operations

OBJ:mk st

bc C. T. Keasey
H. S. Coulter
A. E. Shirley w/att.
F. W. Morrison w/att.
FHWA w/att.
R. D. Church

Form 734-3123

Form 81-734-9030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE
Coquille, Oregon
June 16, 1982

ROSEBURG REGION
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JUN 18 1982

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RECEIVED
JUN 22 1982
CONSTRUCTION SECTION

FILE: O/A
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F. D. Morrison

FROM: F. D. Morrison
Project Manager

TO: James J. Gix
Region Const.Engr.

SUBJECT: Contractors Request for Adjustment of Contract Time.
Powers Wayside - Contract No. 9261
Powers Hwy. - Coos County
F. A. No. RS-105(4)

Attached is the contractor's request for adjustment of contract time for the above subject section.

The increase in several bid items and several slides caused the time delays, which prevented the contractor from completing the contract within the established contract time.

I will attempt to explain the overruns and show how it effected the contract time.

Bid Item No. 11-Emb. Fnd. Exc. Plans 600C.Y. Actual 7,096 C.Y.

The contractor was using 5 dump trucks to haul this unsuitable material to a waste site off the project. His average daily production was 1,200 C. Y. Therefore the additional 6,496 C.Y. required 5.4 days to move. I recommend 5 days be allowed for this increase.

Bid Item No. 12 Gen. Exc. Plans 24,300 C.Y. Actual 35,480 C. Y.

After we staked the project and had IBM calculations run, we had a sizeable overrun and a Price Agreement was written to cover this overrun. Again the contractor's daily avereage was 1,200 C.Y. Therefore moving the 12,184 added yards took 10 extra days. I recommend 10 additional days.

Bid Item No. 13 - Extra for Selected Rock Emb. Plans 2,350 C.Y. Actual 3,374 C.Y.

When soft subgrade was encountered in the old ditch line, we had to place additional selected rock in the excavation fo firm up the roadbed. The contractor averaged 1,200 C. Y. per day on removal & reinstallation. I recommend 1 additional day for this work.

P.A. No. 6 - Slide Exc. Plan 0 Actual 52,020 C. Y.

After the original cuts were started and were almost completed, a section of the cutbank fell out. In order to correct this, we had to bench the cut, which caused the added excavation. Also we had to clear & pioneer to get to the top of the slide area. The clearing & pioneering took 6 days. When actual excavation began, 5 dump drucks were used to haul this material to the waste area. If more trucks were used, the spent time waiting to load and unload. Averaging 1200 C.Y. per shift, 52,020 C.Y. took 43 days to move. I recommend 49 additional days for this work.

P.A. No. 8 - Place & Remove Protective Dirt Berm Plan 0 Actual one berm

Since our slide area was above the roadway, where the traveling public was driving, we placed a dirt protective berm between the roadbed and cut slope, to prevent falling rocks from falling unto the driving lanes. This installation and removal work took 2 days. I recommend 2 additional days.

After the first slide removal, another slide developed, this material was moved on a force account basis and we did not keep track of all the yardage moved by the contractor. While the slide correction work was being done, sections of the roadbed were paved with emulsified asphalt mixture, except where the slide area was. We did not allow the contractor to place the final lift of A.C. as we wanted this done all at once, eliminating as many construction joints as possible.

6-18-82
O.B. JACKMOND – I CONCUR IN THE RECCOMENDATION OF THE PM TO GRANT 60(1) ADDITIONAL DAYS –

Contractor's Request for Adjustment of Contract Time
Powers Wayside - Contract No. 9261
Powers Hwy. - Coos County

All of the previous mentioned work was completed in 1981. The placement of Emulsified Asphalt Concrete Mixture was delayed due to the slides. When the roadbed was ready for paving, the weather eas below the allowable laydown tempature. The contractor was issued a shut down order on placing of any more emulsified mixture until the following spring. There was still time remaining and the contract may have been completed had the weather been warmer.

After the project sat thru the winter, we had two small sinks develop, which had to be corrected this spring. We also had material in the ditches and some trees had fallen in the slide area on the upper bench, which we had the contractor remove on Force Account. We also did extensive work last fall on rock inlays, which prevented the shallow cuts from sloughing into the roadbed ditches. This work was also done as Force Account work. Several sections of the R/W fencing had to be adjusted and tightened due to slides. This work had to be done before any placement of Emulsified Mixture was allowed. This cleanup work took 5 days. I recommend 5 additional days.

Using the above overruns of the project quantities, slide excavation and Force Account work, I recommended 72 additional days.

The contractor requested 60 additional calendar days, in which to complete the project.

I recommend that the 60 day request be granted.

We are currently charging liquidated damages to this project and request that these documents be processed in an expidited manner.

6-22-82

W.E.S. -

I concur with Project Manager and Region and recommend a time extension of 60 calender days due to performance of extra and added work.

CC
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RECEIVED
JUN 22 1982
CONSTRUCTION
SECTION
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9261

2.

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE:

INTER-OFFICE CORRESPONDENCE
Coquille, Oregon
December 29, 1981

F.D. Morrison

FROM: F. D. Morrison
Project Manager

TO: J. H. Versteeg
Road Design Engineer

SUBJECT: Surfacing Design
Cold-Mix Emulsion Paving
Powers Wayside
Contract No. 9261

copy 21-6
CON
Lexington-
Echo

After receiving your letter regarding surfacing design on Bombing Range Road - Butter Creek Section, and your request for my recommendations as a result of our experiences on the Powers Wayside Project, I have the following to offer.

So far on this project, we have placed emulsified asphalt mixture on seven different days. The best day was 1,563.43 tons and the lowest was 479.39 tons. Our average placed was 1,020.61 tons. At times, liquid asphalt from the mix ran quite badly, especially on the supers, where the liquid would run across the other half of the roadbed and traffic would have to drive through it. Some cars did get tack on their lower panels, which was caulsed by tire splash. On the outside of the supers and on tangent sections, any running liquid asphalt would run down the ditch slopes and into the ditch.

When placing the mix, it was stiff, and would not flow very well through the paving machine, especially when the liquid asphalt was at ambient tempature. We ran out of liquid asphalt one day, and when the tanker arrived, the liquid asphalt was at 165 degrees. When the plant started up again, using this warmer liquid asphalt, the laydown improved greatly. On all future paving days we used the liquid asphalt around 150 - 160 degrees, with improved laydown results. We tried several different methods of placing the materials. First we placed one lift and then waited seven days before placing the next lift. We then placed one lift one day and placed another lift over it the next day. We also placed one lift and then placed another lift directly over it the same day. All these methold produced about the same ride quality. We got the smoothest results when we pulled three 10-foot panels rather than two 15-foot panels. The truck loads went farther, the paver could usually keep moving, which eliminated the humping effect on the paver when it stopped and started. The mat was generally smooth directly behind the screed but was always wavey beyond the screed even with solid screed extensions.

Rolling did in fact widen the panels. We measured about 6-inches of extra width shortly after the mat was laid and rolled and traffic was allowed to use it. No major problems with traffic showed up on this project. We rolled the mat and then placed a choke coat on the mat before we turned it over to traffic. Traffic was controlled by a pilot car, which had instructions to make the traffic break tracks, which reduced the amount of rutting from traffic. The pilot car also kept the speed down. We did have some shoving when loaded trucks stopped to fast but this was eliminated by having the traffic keep moving when they were on the fresh mat. As for ending a days pull, we used taper joints, since the material is very difficult to rake or feather. We found it could be raked if the raking took place before the mix broke. When the mix had a brown color, some raking could be done however, we were only able to rake it lightly before it broke.

RECEIVED
DEC 30 1981
ROAD DESIGN
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Versteeg
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As you know, we did not get this project finished this year. The mat placed, is showing many dips, which I feel is caused by our placing the cold-mix directly on top of the subgrade. Any dips in the subgrade, however small, transmit right up to the finished mat in a short period of time.

As to my recommendations on the use of cold-mix emulsion pavements, I feel the cold-mix emulsions could be used as bases, with a final lift of hot A. C. for the running surface. Before placing the final lift of hot A. C., I would recommend having a heavy tack coat placed, which will act as a seal for the open graded cold-mix. I also recommend that several inches of base aggregates are placed on top of the subgrade and then a binder is placed before any cold mix is layed. I feel the open graded cold-mix is allowing water to penetrate directly into the subgrade. If base rock were under the mat, some of the water would run off.

I also feel that this project was bid high, since it was the first one in this area. Our costs for the cold-mix to date are $30.74 per ton, using 6.5 percent liquid asphalt in the mixture.

In closing, I feel that cold-mix emulsions could be used to good advantage in curb sections and as bases. After observing our mat, since it has been placed, indicates that this cold-mix material is very tough and would make a excellent base material. As for finished surfaces, I do not see how we can get a good ride with this type of a mixture.

We have placed 13-inches of the cold-mix on part of the project, some of the project has 11-inches and one section has only three inches. The three inch area is starting to deteriate under traffic. We have haluld about 40,000 cu. yds. of slide material across the 3-inch mat which was more than normal traffic would be. Also by letting the mat sit over the winter, I feel that some of our problems will be eliminated when paving begins next spring. We can patch in low spots and try to improve the ride.

cc: Region Office

9261

L.

VICTOR ATIYEH
GOVERNOR

Department of Transportation
STATE HIGHWAY DIVISION

IN REPLY REFER TO
FILE NO.:

CON 5

DATE: November 6, 1981

TO: Oregon Transportation Commission

FROM:
H. S. Coulter
State Highway Engineer

SUBJECT: Request for Increase in Project Authorization
Powers Wayside
Powers Highway, Coos County
Contract No. 9261

This federal aid secondary project, which is nearing completion, has experienced considerable increased costs due to slide problems. It now appears that the final cost will exceed that authorized by an estimated $558,059.21 or 57.4 percent.

Slide corrective work performed by Price Agreement and force account is expected to increase the project cost by approximately $442,000. Other major items contributing to the increased cost are overruns of bid items for flagging, embankment foundation, and general excavation. These additional costs are estimated at $34,500, $32,480, and $81,028. The additional engineering caused by the slide and the other increased work items are expected to cost approximately $33,000 beyond the amount originally anticipated.

It is recommended that the Project Authorization be increased by $558,059.21 to a new total of $1,531,051,24. All of the increase is eligible for federal participation.

This matter will be on the consent calendar for the November 18 meeting.

OBJ:MR:mk md

bcc F. B. Klaboe
V. E. Skoog
R. W. Gormsen
C. T. Keasey
Alfred Shirely, Jr.
D. H. Moehring
George Bell

Form 734-3123

#9261

L.

SERVICE INTEGRITY PROTECTION

UNITED PACIFIC/RELIANCE INSURANCE COMPANIES

PORTLAND BRANCH: LLOYD TOWER • SUITE 300 • 825 N.E. MULTNOMAH • P.O. [redacted]
PORTLAND, OREGON 97228 • AC 503 236-8700

November 6, 1981

Oregon State Highway Division
Transportation Building
Salem, Oregon 97310

Re: Powers Wayside Section
Contract No.: 9261
United Pacific Contract Bond No.: 34 94 01

In reference to Mr. Yeager's letter of October 15, 1981, requesting the release of the retainage on the above-referenced job, I am offering this letter to acknowledge United Pacific's recognition of the release of these funds. We are assuming that the status of the job complies with the provisions spelled out in Paragraph 109.09 of Special Provisions and Supplemental Standard Specifications for Oregon Highway Construction.

I am attaching a copy of Mr. Yeager's letter making the initial request of the release of these funds.

Very truly yours,

UNITED PACIFIC INSURANCE COMPANY

Bill McAuliffe

Bill McAuliffe
Fidelity & Surety Department

BM/tf
cc: Lynn Berg
Sauer & Carpenter Co.
1130 S.W. Morrison, Suite 610
Portland, Oregon 97205

RECEIVED
STATE HWY ENGR

NOV 9 '81

REFER TO

FOR

Info	Invest	R/D	D/R	Sign	Act	File
					X	

11-9

UNITED PACIFIC INSURANCE COMPANY UNITED PACIFIC LIFE INSURANCE COMPANY RELIANCE INSURANCE COMPANY

2

BRACELIN - YEAGER

EXCAVATING AND TRUCKING, INC.

3055 OCEAN BLVD. • COOS BAY, OREGON 97420

TELEPHONE 503 269-1915

RECEIVED
OCT 19 1981

October 15, 1981

349401

Oregon State Highway Division
Transportation Bldg.
Salem, Oregon 97310

Re: Powers Wayside Section - Contract No. 92[illegible]

Gentlemen:

As the work on the above named project is more than fifty percent complete, we are hereby requesting that the retainage be reduced. This request made per Paragraph 109.09 of Special Provisions and Supplemental Standard Specifications for Highway Construction.

Thank you for your consideration.

Sincerely,

Bracelin-Yeager Inc.
Contractor

Irv Yeager

Irv Yeager
President

IY/bjf

cc: Frank Morrison

1261 4

STATE OF OREGON

INTEROFFICE MEMO

Highway Construction 378-6318

FILE: CON 5

TO: H. S. Coulter
State Highway Engineer

DATE: November 5, 1981

FROM: for O. B. Jackmond
Contract Administration Engineer

NOTED
H.S. COULTER

SUBJECT: Request for Increase in Project Authorization
Powers Wayside
Powers Highway, Coos County
Contract No. 9261

This federal-aid secondary project, which is nearing completion, has experienced considerable increased costs due to slide problems. It now appears that the final cost will exceed that authorized by an estimated $558,059.21 or 57.4 percent.

Slide corrective work performed by Price Agreement and force account is expected to increase the project cost by approximately $442,000. Other major items contributing to the increased cost are overruns of bid items for flagging, embankment foundation and general excavation. These additional costs are estimated at $34,500, $32,480, and $81,028. The additional engineering caused by the slide and the other increased work items is expected to cost approximately $33,000 beyond the amount originally anticipated.

All of the increased project cost is eligible for federal participation and sufficient funds are available in this federal-aid project classification.

A rough draft letter to the Transportation Commission requesting an increase of $558,059.21 is attached, as is an Expected Overrun of Project Authorization form.

OBJ:WR:mk

Attach.

cc: Alfred Shirley, Jr.
Frank Morrison
Robert Church

9261

L

March 25, 1981

Mr. Mike Huddleston, P.E.
Executive Director
Asphalt Pavement Association of Oregon
3747 Market Street N.E.
Salem, OR 97301

copy 3
Org
A.P.A.

Dear Mike:

Your February 25 letter questioned the differences in specifications for the cold mix and hot mix asphalt concrete alternates on the Powers Wayside project. We do want to establish requirements for each alternate that will provide us with equivalent life and quality pavement and, therefore, welcome your interest in this matter. In response to your questions:

(1) The sodium sulfate test is a required test for the aggregates used in the hot mix but not in the emulsified asphalt. This test is a relatively new requirement (post 1974). It is felt at this time that it would not be needed for the more open graded and flexible emulsified asphalt pavement. This pavement can tolerate slightly less durable material becuase of fewer fines and more voids. If future experiences with cold mixes indicate a need for this test, it will become a requirement.

(2) Cold mix aggregates may be stockpiled in a single pile because most of the material is 3/4"-1/4".

(3) The wearing course portion of the cold mix pavement will be placed in a 2-inch lift as depicted on the plans. Specifying a maximum 5-inch lift on this project would allow the 13-inch base course to be placed in three lifts (4", 4" and 5" for example). The 12-inch treated base course for the hot mix alternate could be laid in three lifts (4", 4" and 4" if PMBB) or two lifts if CTB.

(4) Compaction tests are inconclusive on an open graded mix thus the need for a coverage specification on the cold mix alternate.

(5) Since cold mix is open graded, it has more voids than the denser hot mix. This results in less tonnage of cold mix for the same cross section as the hot mix/treated base alternate.

(6) Our base design procedure requires a crushed base equivalency (CBE) be calculated wherein 1" of hot mix equals 2.0" of aggregate base. On this project the cold mix and treated bases had CBE's of 1.8. Thus, 15" of cold mix would have a CBE of 27.0. To achieve a CBE of 27.0, asphalt concrete would need to be placed full depth 13-1/2".

It is our intent to offer alternate bids or options to the contractor whenever possible to reduce costs and/or save energy without sacrificing quality. Many, if not most, of the differences in specifications are because of the difference in graduation of the mix and would be reversed if we were comparing dense graded cold mix and open graded hot mix. We do believe that the competitive bidding process is the best way to evaluate the price in the market place. It therefore, becomes doubly important that we have equivalent alternates. I trust you will continue to try and keep us honest.

If you have any further questions, please let me know.

Sincerely,

H. S. Coulter
State Highway Engineer

JS:fw lb

bc E. S. Hunter
C. T. Keasey
Jim Wilson
Bryant Jackmond

2-25-81

RECEIVED
STATE HWY E[illegible]R

FEB 25 '81

REFER TO
Hunter

FOR

Info	Inves	R/D	D/R	Sign	Act	File
		✓				

by Keasey
2/26

MIKE HUDDLESTON
Executive Director
JON MORSE
President
ALAN HAY
Vice President
GALE SCHWIESOW
Secretary/Treasurer

ASPHALT PAVEMENT
ASSOCIATION OF OREGON

3747 Market Street, N.E. — Salem, Oregon 97301
(503) 363-3868

MEMORANDUM

Items #1 & #3. I don't understand any reason for. "

FROM: ASPHALT PAVEMENT ASSOCIATION

TO: SCOTT COULTER

SUBJECT: POWERS WAYSIDE JOB

Dear Scott:

This job is a typical example of the discrepancy in specifications that I pointed out to you in my letter of January 27, 1981. Let me elaborate:

1. Cold Mix Aggregate
   a. Does not have to meet the sodium sulfate test (check pages 29 and 30). — Aren't quality tests the same for both Hot & Cold mix?
2. Cold Mix Aggregate may be in a single pile (page 31). — No fines
3. Cold Mix may be laid in five inch lift (page 33). — I thought one of our problems on Forestry that certain was inability to get thick lifts to cure.
4. Cold Mix - Compaction specification a coverage specification rather than a density specification (page 33). — Density tests don't work on open graded mixes. —
5. Quantities of Alternate A less than Alternate B (Bid Sheet 2). More voids in mix. —

A. Hot Mix Aggregate
   1. Has to meet the sodium sulfate test (page 43). — why?

B. Aggregate in two piles (page 44). — Dense mix

C. Hot Mix laid in max. 4" lift - no exception shown on the plans. — ?

D. Hot mix compaction - more rigid specification.

A proper equivalency design for this project would be:

15" Cold Emulsion Mix, equals 12" CTB plus 3" A/C, equals 11" Class B A/C full depth.

NOTED
S. HUNTER

Sullivan
R/D plans
ESH
2-26-81

PAVING THE WAY WITH SMOOTH, SAFE DURABLE SURFACE

BOARD OF DIRECTORS: Don Carson, Tom Cowgill, Francis Lulay, George Morton, Richard Wright, Gary Wildish - Ex-Officio

Page Two
Memorandum
Scott Coulter

Or using AASHTO Structural numbers.

Emulsion = .30 x 15" = 4.5 SN.

A/C = .40 x 11.25" = 4.5 SN.

This job should be pulled and redesigned properly and competitively.

Sincerely yours,

Mike Huddleston

Mike Huddleston, P. E.
Executive Director

MH/jh
2/25/81

RECEIVED
TECHNICAL SERVICES
FEB 26 '81
REFER TO
FOR
Info Appv R/D D/R Sign Act File

9261

L.

STATE OF OREGON

INTEROFFICE MEMO

TO: E. S. Hunter
Assistant State Highway Engineer

DATE: February 25, 1981

FROM: J. H. [illegible]
Road Design Engineer

SUBJECT: Coal Hauling
Powers Highway

2/26/81

NOTED
E. S. HUNTER

Hal
I agree
ESH

cc Coulter

The Powers Wayside construction plans specify 12-inches of treated base with 3-inches of asphaltic concrete pavement. Current traffic averages 1,100 vehicles a day with 330, or 30%, being heavy trucks.

This base design will be used on the other two projects scheduled for the Powers Highway. We would expect a 20-year pavement life out of the current base design with normal maintenance, and a 1-1/2-inch overlay ten years after construction.

If the coal deposits are hauled over the Powers Highway at the predicted rates of 120 trucks per hour, this means 1,000 trucks per 8-hour shift. On a straight ratio basis, if they haul coal one shift a day, the current base design would have an expected pavement life of 7-years, and two shifts per day 3- to 4-years.

The majority of the pavement on the Powers Highway is weak and could not support any significant increases in truck traffic. So, if coal in the volumes indicated are to be hauled over the Powers Highway, a minimum overlay of 10- to 12-inches would be required.

Therefore, changes in the current contract plans at this time are not recommended because of funding limits. These projects could be delayed to a later date until plans for hauling coal from the Eden Ridge site near Powers have been firmed up. At this time, stronger base designs to accommodate the coal hauling operation could be constructed.

JHV:ab
Attachments

Contains Recycled

7261

242

STATE OF OREGON **INTEROFFICE MEMO**

TO: E. S. Hunter
Assistant State Highway Engineer

DATE: February 25, 1981

FROM: J. H. Versteeg
Road Design Engineer

SUBJECT: Coal Hauling
Powers Highway

NOTED
E. S. HUNTER
2-26-81
Hal
I agree
ESH
cc Coulter

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JHV:ab
Attachments

REFERRED TO
Beard WEG Stoudenmeyer
✓ Cole Mann
Eriksen Watson
Heger Dorn Leu
[✓ Return] Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

1 Versteeg ✓
Anderson
3 Christensen Doc
4 Olson WRB
Sullivan
3 Terpin F
Trout
Wakerlig

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FEB 27 1981
ROAD DESIGN
SECTION

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Contains Recycled Materials
81-125-1387

SP*75683-125

STATE OF OREGON

DEPARTMENT OF TRANSPORTATION

STATE HIGHWAY DIVISION

PLANS FOR PROPOSED PROJECT

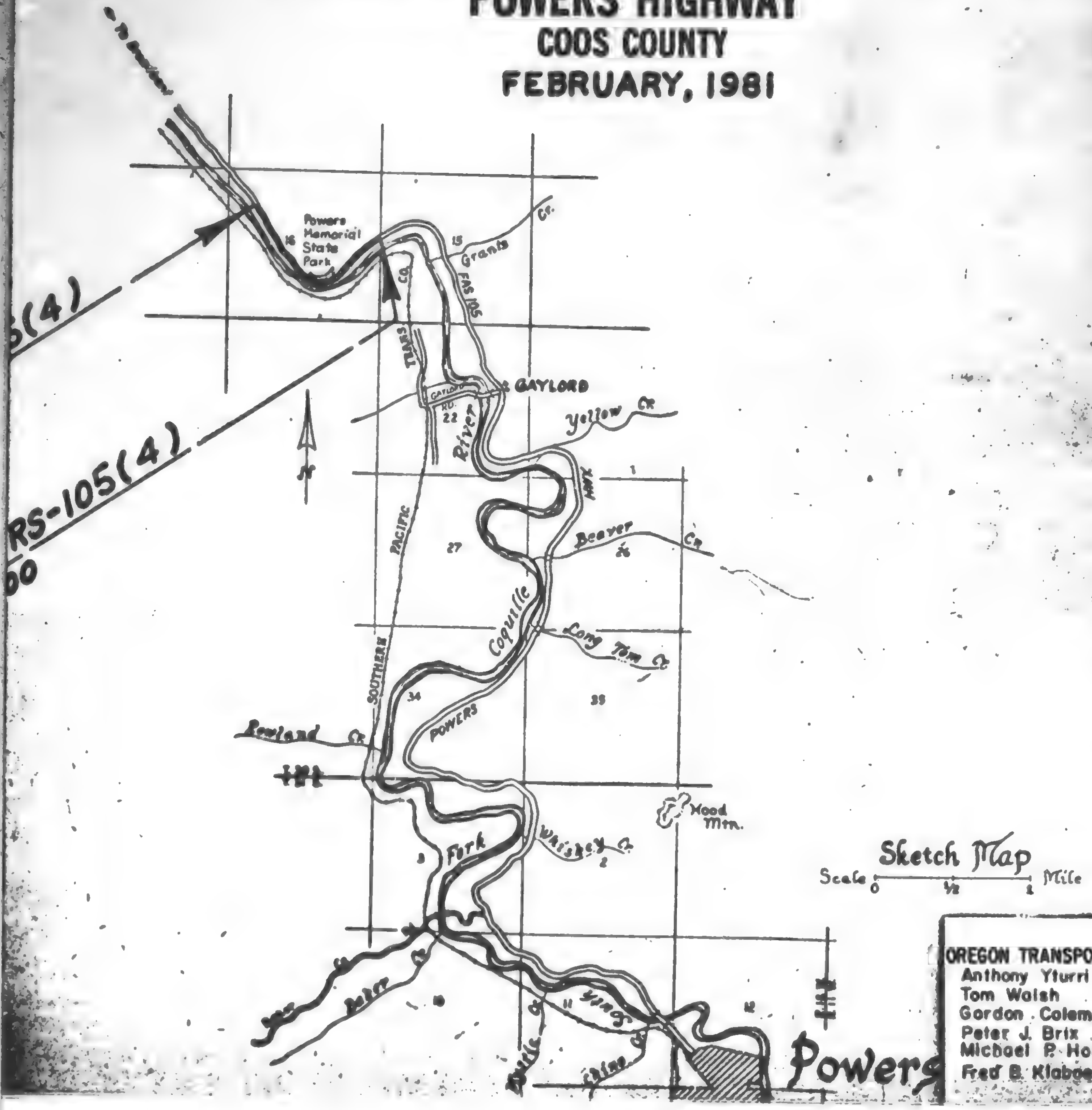
GRADING & PAVING

POWERS WAYSIDE SECTION

POWERS HIGHWAY

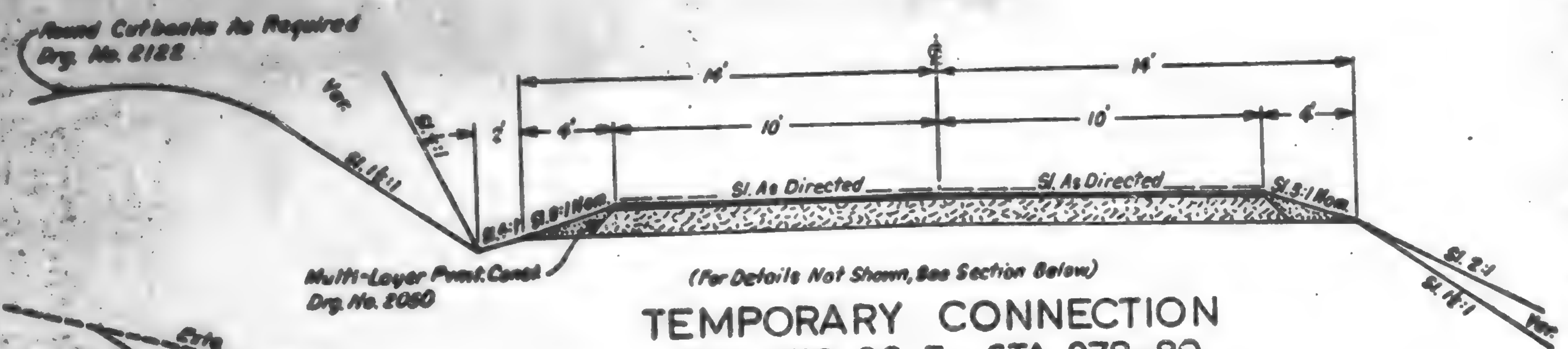
COOS COUNTY

FEBRUARY, 1981


S(4)
RS-105(4)
Powers Memorial State Park
16
15
Grants Cr.
FAS 105
Cr.
Gaylord
Gaylord Rd. 22
River
Yellow Cr.
HWY
Southern Pacific
27
Beaver Cr.
26
Coquille
Long Tom Cr.
34
35
Powers
Rowland Cr.
Hood Mtn.
Fork
Whiskey Cr.
3
2
10
11
12
Powers
N
Sketch Map
Scale 0 1/2 1 Mile

OREGON TRANSPORTATION COMMISSION

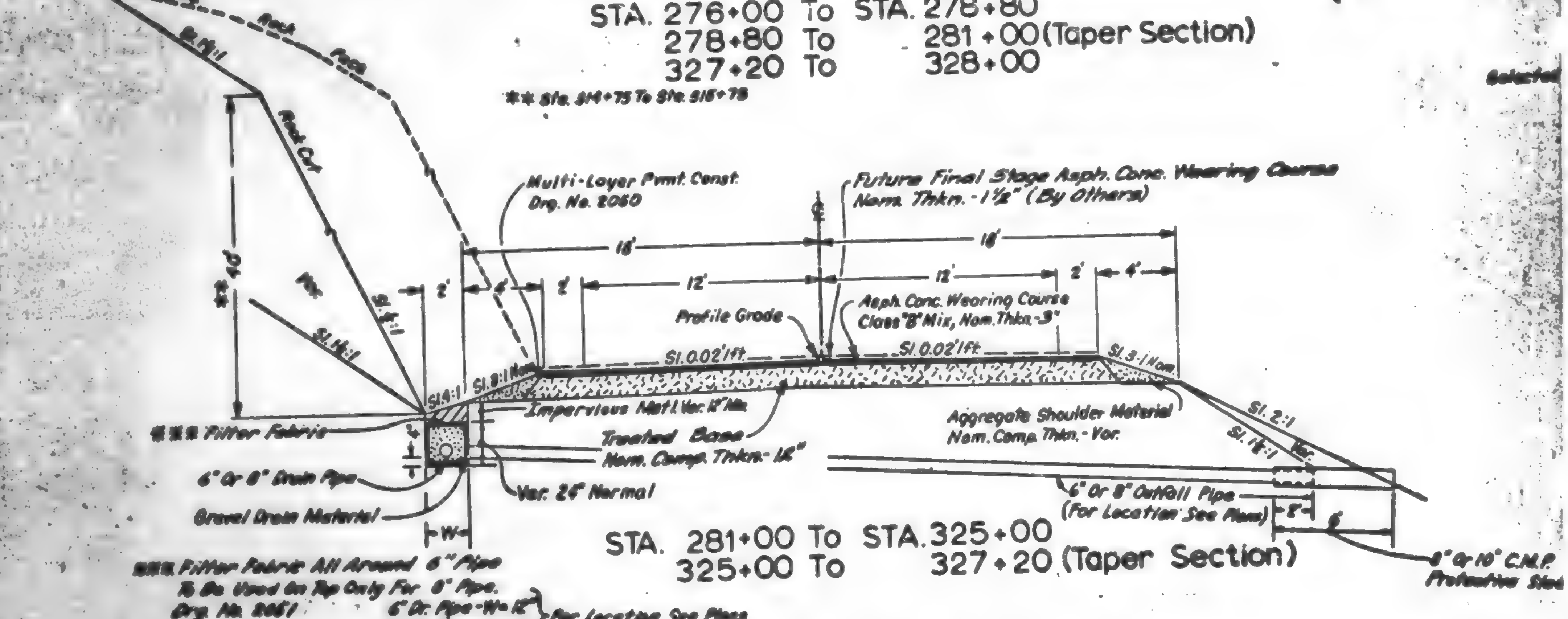
Anthony Yturri	CHAIRMAN
Tom Walsh	VICE CHAIRMAN
Gordon Coleman	COMMISSIONER
Peter J. Brix	COMMISSIONER
Michael P. Hollern	COMMISSIONER
Fred B. Klaboe	DIRECTOR OF TRANS


Round Cutbacks As Required
Drg. No. 2122
Var.
Sl. 1½:1
Sl. 1½:1
2'
4'
14'
10'
10'
14'
4'
Sl. 4:1
Sl. 8:1 Nom.
Sl. As Directed
Sl. As Directed
Sl. 3:1 Nom.
Sl. 2:1
Sl. 1½:1
Var.
Multi-Layer Pvmt. Const.
Drg. No. 2060

(For Details Not Shown, See Section Below)

TEMPORARY CONNECTION

STA. 276+00 To STA. 278+80
278+80 To 281+00 (Taper Section)
327+20 To 328+00


Exist.
Rock
Face
Sl. 1½:1
Rock Cut
** 10'
Var.
Sl. 1½:1
Sl. 1½:1
2'
4'
2'
18'
12'
12'
2'
4'
18'
Multi-Layer Pvmt. Const.
Drg. No. 2060
Future Final Stage Asph. Conc. Wearing Course
Nom. Thkn. - 1½" (By Others)
Profile Grade
Asph. Conc. Wearing Course
Class "B" Mix, Nom. Thkn. - 3"
Sl. 0.02'/ft.
Sl. 0.02'/ft.
Sl. 4:1
Sl. 8:1 Nom.
Sl. 3:1 Nom.
Impervious Mat'l. Var. 12" Min.
Treated Base
Nom. Comp. Thkn. - 12"
Var. 24" Normal
*** Filter Fabric
6" Or 8" Drain Pipe
Gravel Drain Material
W
Aggregate Shoulder Material
Nom. Comp. Thkn. - Var.
Sl. 2:1
Sl. 1½:1
Var.
6" Or 8" Outfall Pipe
(For Location See Plans)
8'
6'
8" Or 10" C.M.P.
Protective Sleeve

** Sta. 314+75 To Sta. 315+75

*** Filter Fabric All Around 6" Pipe
To Be Used On Top Only For 8" Pipe.
Drg. No. 2061

6" Dr. Pipe - W = 12"
8" Dr. Pipe - W = 24"
For Location See Plans

STA. 281+00 To STA. 325+00
325+00 To 327+20 (Taper Section)

ALTERNATE "B" BASE DESIGN

(For Alternate "A" Base Design, See Detail Rt.)

NOTED
E.S. HUNTER

Versteeg
Pls discuss
upcoming improvements
on Powers!
ESH

Lease signed

COOS BAY (UPI) — Canasia Coal Co. signed a lease Tuesday for Port of Coos Bay land in the north spit industrial park for a coal export facility.

The port approved sale by the firm of $40 million in industrial revenue bonds to finance the facility.

Canasia President Marvin Judd said Coos Bay is the logical place for an Oregon coal export dock.

He said the firm expects to use most of the coal reserves known to exist in Coos County in addition to shipping coal mined elsewhere. The firm owns the rights to the largest known coal deposit in Oregon, located at Eden Ridge near Powers.

✓ Versteeg
Anderson
Christensen
Olson
Sullivan
Terpin
Trout
Wekerlig

RECEIVED
FEB 19 1981
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring Up / /
Action

Scott-
Eden Ridge is S.E. of Powers-
If this proposal flies - it is estimated that 120 trucks per ~~day~~ hour will be hauling coal to the North Spit - One heck of an impact on the Powers Hwy particularly -

Bud

RECEIVED
TECHNICAL SERVICES
FEB 18 '81
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

Cy Versteeg
Meeting
R

REVISED

OREGON STATE HIGHWAY DIVISION
Location Section
Surfacing Design Unit

Date December 15, 1980

Section: Powers Wayside

Highway: Powers #242

County: Coos

Prefix: 106-1903

Res. Engr. F. D. Morrison

Twenty Year
Traffic Coefficient 9.4 Heavy Log Trucks etc

18 kip s.a. per day 186.2

R value 9 Poor 35 [illegible] soil Crshd Base 65

Frost Penetration - - - -

CBE Total Requirement 30.5"

STRUCTURAL SECTION
NEW WORK

ACTUAL THICKNESS	COMPONENT	CREDIT
	Alternate "A"	
1.5"	A.C. (Final Stage)	3.0
2.0"	* E.T.W.S.	3.5
13.0"	* E.T.B.	23.5
16.5"		30.0"
	Alternate "B"	
1.5"	A.C. (Final Stage)	3.0
3.0"	A.C.	6.0
12.0"	T.B.	21.5
16.5"		30.5"

1.0"	Asphaltic Concrete Wearing Surface & Base	=	2.0" Aggregate Base
1.0"	Cement Treated Base	=	1.8" Aggregate Base
1.0"	Plant Mix Bituminous Base	=	1.8" Aggregate Base
1.0"	Emulsion Treated Wearing Surface & Base	=	1.8" Aggregate Base
1.0"	Oil Mat	=	1.5" Aggregate Base
1.0"	Soil Cement (Existing Roadway Material)	=	1.0" Aggregate Base
1.0"	Lime or Cement Treated Subgrade	=	0.8" Aggregate Base
1.0"	Aggregate Subbase		

Above Factors apply [illegible] with Standard Specifications and Special Provisions.

F.H.W.A.
Location Engineer
Construction Engineer
Materials
Region Engineer
Resident Engineer
Specifications Engineer
Final Design Engineer
Regional Geologist

* Emulsion treated material to be open-graded, with specs. to be provided.

RECEIVED
DEC 16 1980
LOCATION SECTION

NOTED
W. N. HACKLEMAN

9261

2-18-81

L

Copy JJT 9-28

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NOTED
H. S. COULTER

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the Powers Hwy particularly -

Bud

4000

cy to: 2-18-81

9261

L.

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

2-4-81

FEDERAL AID PROJECT NO.: RS-105(4)

STATE PROJECT NO.: See below

FROM:
E.J. Valach, Acting Division Admin
FHWA - Oregon Division

PROGRAM NO.:

COUNTY NAME: Coos

ITEM NO.: 90288

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
FEB 13 '81
REFER TO Moehring
FOR
Info Inves

Orig to: 2-13-81

DATE PS&E APPROVED: 2/4/81

DATE AUTHORIZATION EFFECTIVE: 2/4/81

FEDERAL ROUTE NUMBER: Secondary 105

STATE ROUTE NUMBER: Secondary 242

GENERAL LOCATION:
Powers Wayside Section

GENERAL DESCRIPTION OF WORK:
Grade and Pave

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☐ OTHER *(Specify)*

☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☒ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's letter of 1/30/81 you are now authorized to proceed with actions necessary to advance to completion the physical construction provided for by the above project at a total estimated cost of $1,150,000 Federal Funds $1,014,070 in accordance with the approved Certification Acceptance Plan. If you subsequently find that exceptions to the procedure will be needed or that your proposed design standards are lower than the minimum design as approved, this office should be notified of such proposed exceptions and reasons thereof.

I accept the certification of Mr. Rod Henry dated 1/27/81 that provisions of FHPM 7-5-1 have been complied with.

DATE: 2/4/81

SIGNATURE OF APPROVING OFFICIAL: G. K. [illegible]

TITLE: for Acting Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ [illegible] GOVERNMENT PRINTING OFFICE: 1979 [illegible]

9261 242

ENVIRONMENTAL REVIEW CHECKLIST

ALL CLEAR 1/27/81
Donald L Rout

Feb. 26, 1981 Bid Letting ________ All Clear Deadline

SECTION Powers Wayside
Highway Powers (242)
County Coos Region 3
Type of Work G-P Funds FAS
State___ Consultant ___ Plans Avail.___Yes ___No

Const Noise ✓

	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR
DOCUMENTS:					
EIS	☒				
Negative Declaration		☒			☒
Project Assessment	☒				
Write-off Letter	☒				
PERMITS:					
Division of State Lands	☒				
D.O.G.M.I.	☒				
Corps of Engineers	☒				
Coast Guard	☒				
Co. Conditional Use	☒				
NPS Air Pollution	☒				
NPS Water Pollution	☒				
CULTURAL:					
Cultural Survey		☒			☒
Cultural Salvage	☒				
NOISE:					
Noise Study		☒			☒

9261

L

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to File No.:
PRO 6-2

January 20, 1981

TO: G. L. Green, Division Administrator
Federal Highway Administration

Original Signed By
D. E. Swan

FROM: D. E. Swan
Operation Programming Engineer

SUBJECT: Project Data Submissions
Item No. 90288
Project No. RS-105(4)
Powers Wayside Section
Coos County

Attached support data consists of PR-1 forms with project maps.

It is the Oregon State Highway Division's present intention to receive bids for this project on February 26, 1981.

I request authorization to proceed with actions necessary to advance the physical construction provided for by the project at an estimated total cost of $1,110,000 with an obligation of $978,790 in Federal funds.

DRH:bke
Attachments

cc: Alfred Shirley (Region 3)
General Files

Form 734-3122

9261

~~EU 8-13-80~~
242

April 21, 1980

Division of State Lands
1445 State Street
Salem, Oregon 97310

Attention: Marge Akers

Dear Marge:

Re: OSHD Permit No. 249
DSL R/F Permit No. 3048
Powers Wayside Section
Powers Highway
Coos County

Please be advised that the above project has been redesigned and the 3,100 cubic yards of material will not be placed and removed from the river bank.

We request that this permit be cancelled. Purchase Order No. H550028 is enclosed to cover your expense of processing the permit application up to this point.

Very truly yours,

J. H. Versteeg
Road Design Engineer
By:

ORIGINAL SIGNED BY
DONALD L. TROUT

Donald L. Trout
Final Project Development Coordinator

DLT:ab

FROM DIVISION OF STATE LANDS

Don Trout

Hwy. Job #249
S. Fk. Coquille River
Coos County

PRELIMINARY
ATTACHMENT A

Powers Wayside Section
Powers Highway

Special Conditions for Material Removal/Fill Permit No. 3048

1. This permit authorizes the removal of up to 3,100 cubic yards of rock and the placement of up to 3,100 cubic yards of rock in Section 16, T30S, R12W (Powers Highway) in conjunction with highway improvement project as outlined in the attached permit application, plans and specifications (OSHD #249).
2. The operation shall be conducted in a manner that will minimize any turbidity increase.
3. Fill materials, waste materials and spoils shall be placed above the bankline.
4. There shall be no operation of equipment in the active flowing stream.
5. Areas of streambank disturbance shall be seeded or planted with grass and/or legumes, shrubs, trees. Revegetation shall be completed prior to September.
6. The Division of State Lands retains the authority to temporarily halt or modify the project in case of excessive turbidity or damage to natural resources.

COMMENT:
Every effort shall be made to locate alternative stockpile site to site J-J. If site J-J is used the material must be kept as far landward of the shoreline vegetation line as possible.

April 19, 1979

RECEIVED
APR 20 1979
ROAD DESIGN
SECTION

___Versteeg___
___Anderson copy
___Christensen copy
___Olson___
___Sullivan copy
___Terpin___
___Trout___
___Wakerlig___

Do Not File
rn To___
ng Up___/___
Action___

Location
Environment
Structure

9261.

2.

April 14, 1980

ACC 9-5

The Honorable Robert B. Duncan
Member of Congress
2447 Rayburn House Office Building
Washington, D.C. 20515

Powers
Wayside
Sec.

Dear Congressman Duncan:

In our April 10 conversation, I promised to send you some specific information as to the impact of the obligation ceiling imposed by the Federal Highway Administration on our highway program.

We have been given a limit of $25.102 million against which to obligate work between now and October 1, 1980. As a result, we have had to review our proposed contracting and remove approximately $25 million of work from our schedule.

In some respect, we are fortunate in that we have approximately $15 million worth of work previously obligated that is no longer appropriate to proceed with during this time period, so we can "de-obligate" the $15 million worth and apply it to projects that are on our schedule. Had this not been the case, we would have had to defer an additional $15 million worth of projects.

The following is a listing of the larger more significant projects deferred:

N. Jefferson Interchange - N. Albany Interchange Interstate 5 - Safety, N. Bnd.	$ 4,000,000
Cannon Beach Jct. - Necanicum Sunset, Clatsop Co., Overlay-Widen-Sign	$ 3,043,000
Hackett Drive - Crescent The Dalles-California, Klamath Co., Overlay	$ 2,006,000
S. Banfield Interchange E. Portland Fwy. - I-205, Multnomah Co., SW & NW Streets	$ 4,090,000

The Honorable Robert B. Duncan
April 14, 1980
Page two

S. Banfield Interchange (Phase 2) E. Portland Fwy. - I-205, Multnomah Co., G-P-Sign	$ 7,100,000
Mohler O'Flow, Necanicum, Tillamook County	$ 750,000
Dean Creek Bridge, Umpqua, Douglas Co.	$ 500,000
Geary Canal Bridge, Lake of the Woods, Klamath County	$ 550,000
Powers Wayside Section, Powers, Coos County	$ 1,066,000
Total	$23,135,000

The above all represent needed and important improvements to the system and jobs for which we have sufficient Federal funds apportioned. The largest consequence of this impoundment is a delay in opening I-205 from a scheduled December 1982 to about August 1983.

Sincerely,

F. B. Klaboe
Director

cc: The Honorable Victor Atiyeh
Oregon Transportation Commission

bc Ron Linton
bc: H. S. Coulter

LWR:pf jv

9261 242

STATE OF OREGON **INTEROFFICE MEMO**

LOC 15

HIGHWAY DIVISION - ODOT 378-6883
DEPT. TELEPHONE

TO: F I L E **DATE:** January 25, 1980

George C. Wills

FROM: George C. Wills
Location Field Engineer

NOTED
E. S. HUNTER

SUBJECT: Powers Wayside Section
Powers Highway
Coos County

The Department of Fish and Wildlife has made overtures to the Highway Division to assume management of "Albert H. Powers Memorial Park" and utilize it for fisherman and boat access to the South Fork Coquille River.

I asked Alfred Shirley about the practicality of such a scheme. He called this date to indicate the boat access to the river may be difficult but that the area near station 309+50 is being used by fishermen and that five cars were parked in the area at the time of his investigation. We agreed that the scheme has merit and should be pursued.

The remainder of Ruth Powers' ownership has been indicated to be about 18 acres (this does not appear to agree with our right-of-way map) which she wishes to sell to us, and at which time she would also deed her reversionary rights to the "Albert H. Powers Memorial Park." The area is steep and rocky. It would serve to complete a buffer area to the area proposed for development by the Department of Fish and Wildlife. This acquisition would enhance the proposed development.

A safe access can be developed near station 309+50. It should be constructed, whether or not an agreement can be completed with the Department of Fish and Wildlife, because of the current use.

Alfred Shirley will ask Neil Flanagan to investigate costs for the remainder of Ruth Powers' ownership in lot 9 and 10, S. 16, T.30 S., R.12 W.W.M. He will also further explore the plan proposed by the Department of Fish and Wildlife.

Bill Cole will design access at or near station 309+50 for incorporation into construction plan.

1 Versteeg ✓
Anderson
Copy Christensen
Olson
Sullivan
Terpin
Trout
Bob 2 Wakerlig

RECEIVED
JAN 28 1980
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring Up / /
Action

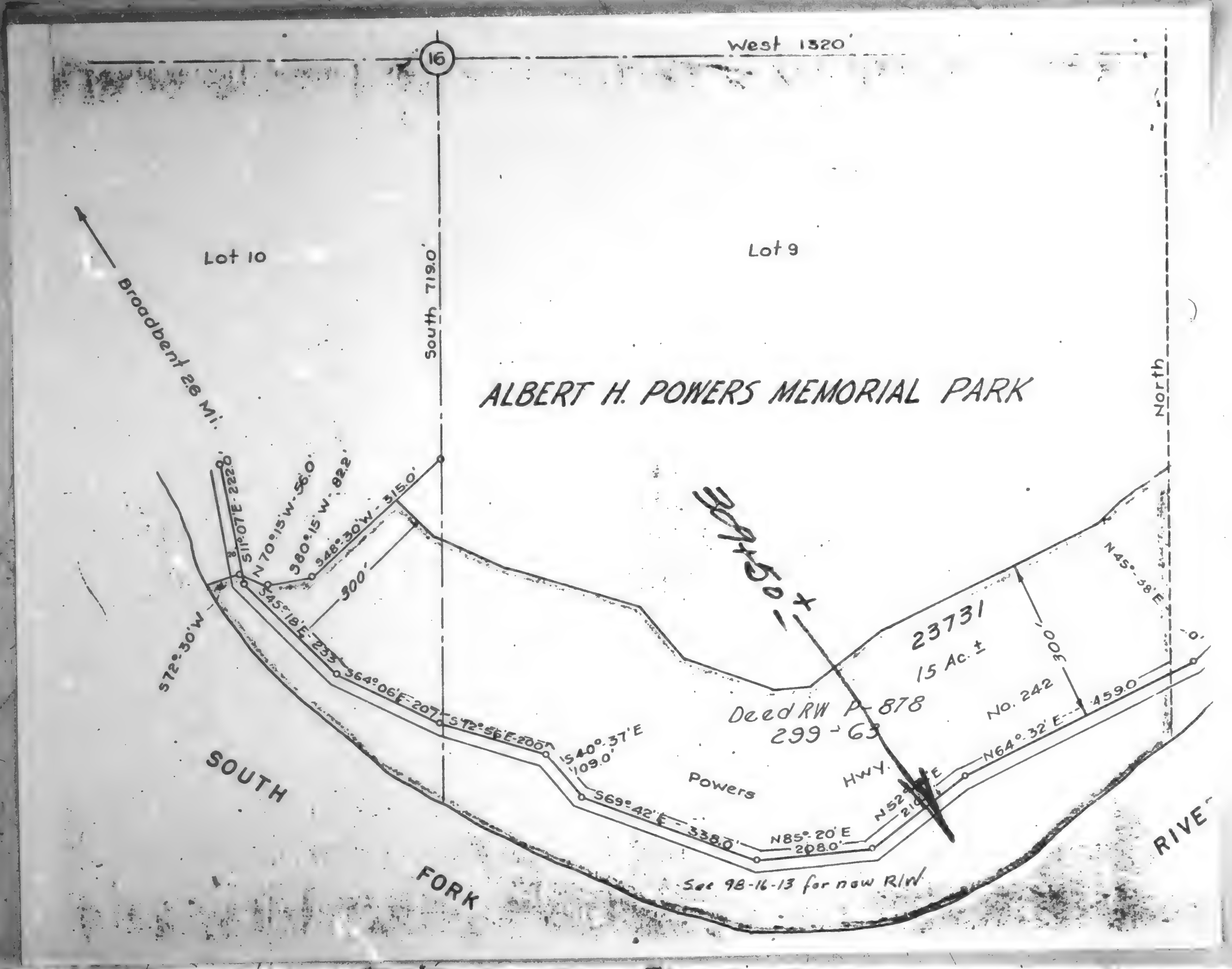
GCW:ge

Att.

cc: ~~J. H. Versteeg~~ w/att.
F. E. Terpin "
A. Shirley "
J. B. Boyd "
Ray Wilson "

NOTED
ROBERT R. ROUNDS

81-125-1367


ALBERT H. POWERS MEMORIAL PARK
West 1320'
16
South 719.0'
North
Lot 10
Lot 9
Broadbent 2.6 Mi.
S11°07'E-222.0'
N70°15'W-56.0'
S80°15'W-82.2'
S48°30'W-315.0'
300'
S72°30'W
S45°18'E-233
S64°06'E-207
S72°56'E-200
S40°37'E
109.0'
S69°42'E-338.0'
N85°20'E
208.0'
N52°
210
E
N64°32'E
459.0
N45°38'E
0'
300'
23731
15 Ac. ±
No. 242
Deed RW P-878
299-63
Hwy.
Powers
30+50±
SOUTH
FORK
RIVE
See 98-16-13 for new R/W

9DC1 2

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

9-5-79

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. RS-105(3)

STATE PROJECT NO. See below

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO. 90288

COUNTY NAME Coos

PROGRAM STAGE (Check) ☐ 2.

RECEIVED
STATE HWY ENGR
SEP 10 '79
REFER TO [illegible]
FOR
Info Inves R/D D/R Sign Act File

TO:

Mr. H. S. Coulter
State Highway Engineer, ODOT
Salem, Oregon

9-10
orig

DATE PS&E APPROVED

DATE AUTHORIZATION EFFECTIVE 9-5-79

FEDERAL ROUTE NUMBER Secondary 105

STATE ROUTE NUMBER Secondary 242

GENERAL LOCATION:

Powers Wayside Section

GENERAL DESCRIPTION OF WORK:

Right of Way

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION

☐ OTHER (Specify)

☒ ACQUISITION OF RIGHT-OF-WAY

☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's letter of August 15, 1979, you are authorized to proceed with all phases of right of way acquisition at a TEC of $60,000 with Federal participation limited to $52,890. Federal participation limited to that right of way actually incorporated in the final location.

DATE 9-5-79

SIGNATURE OF APPROVING OFFICIAL E J Walach

TITLE for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 8-68) WILL BE USED.

☆ U.S. GOVERNMENT PRINTING OFFICE: 1979-721-818

9261

2.

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

May 4, 1979

FILE:

FROM: Duane O. Christensen
Final Design Engineer

SUBJECT: Powers Wayside
Powers Highway
Coos County

TO: A. Shirley
Region Engineer

ATTENTION: Jim Gix

On Wednesday, May 2, 1979, Len Wallace and I discussed the proposed revision to the existing footbridge over the South Fork Coquille River with Jim Gix.

The discussion centered around how the revision to the end anchorage of the footbridge should be handled. Mr. Wallace was concerned about future state liability for the footbridge if we designed and constructed the modification. He further recommended we have the Right of Way Section negotiate with the owner and pay him to have a consultant design and take care of necessary revisions. Mr. Gix stated that the owner may not presently be as dependent on this bridge as he has in the past. Other accesses have been made available due to the Gaylord Bridge project presently under contract; therefore, another option might be to negotiate for removal of the footbridge.

As a result of the above discussions, the Bridge Section will estimate the cost of bridge modifications and Final Design will estimate the savings involved, if a turnout (parking area) does not have to be provided.

Attached is a copy of the estimate for eliminating the parking area, which amounts to $5,000. This estimate includes paving only as the project would then have excess material and it would have to be embanked elsewhere.

The Bridge Section will furnish you with estimates of bridge revisions and removal.

With this information, it is hoped that a solution can be worked out to relieve us of future responsibilities with the footbridge.

DOC:mw
cc: E. S. Hunter ✓
W. J. Hart
J. B. Boyd
W. H. Wakerlig
W. E. Cole

NOTED
E. S. HUNTER

RECEIVED
TECHNICAL SERVICES
MAY 7 79
REFER TO
FOR
Info Invest R/D D/R Sign Att File

OREGON STATE HIGHWAY DIVISION

SUMMARY--BID SCHEDULE--COST ESTIMATE

Sheet ______ of ______

Date ______

Section Powr Wayside Sect

County ______

Kind Of Work ______

Length ______

Name [illegible] 5/[illegible]

No	Item	Code	Unit	Quant.	Unit Cost	Total
	Saving of taking out parking Area					
	Plant Mix Ad Base		Ton	156	15^{25}	237
	Asphalt in Mix		Ton	9	113^{00}	1017
	Asphalt Conc. Class "B"		Ton	24	18^{25}	438
	Asphalt in Mix		Ton	2	113^{00}	226
						$ 4060
				+20% ±		94
						$ 5,00

9261

242

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

March 15, 1979

Salem, OR. 97310

FILE:

ORIGINAL SIGNED BY GARY A. POTTER

FROM: Gary A. Potter, Manager
Environmental Section

SUBJECT: Powers Wayside
[redacted]
Coos County

TO: Don Stoudenmeyer
Asst. Prelim. Design Engineer
Engineering Section

I have reviewed right-of-way file no. 16014 (attached). I recommend we hold this until I can get 4(f) approval on the Powers Wayside Unit. We have a very difficult situation with that 4(f) involvement, and may be able to use file 16014 for trading stock.

I hope to have the Powers Unit cleared up in a couple of months.

GAP:lb

Attachment

cc: J. H. Versteeg
J. B. Boyd
Cam Gilmour

REFERRED TO DNS
✓ Stoudenmeyer
Beard
Sample
Cole
Watson
Eriksen
Leu
Hager
Dorn
Return
Discuss
Do
File Copy
Due
BY FINAL DESIGN ENGINEER

3-19-79
Retain property as requested for Potters use as trade
DNS

1 Versteeg
2 Christensen Don
George
Olson
Terpin
Sullivan
Scott
Anderson

RECEIVED
MAR 16 1979
ENGINEERING SECTION

Trout
copy Don S.
DNS
Do Not File
Return To
Bring Up / /
Action

9261

242

Salem, Oregon
November 16, 1978

J. E. Versteeg
Head of Engineering

J. B. Boyd
Right of Way Manager
Building

Powers Wayside Section
[redacted]
Coos County

Attached are 3 descriptions, an authorization, and prints of Map 9B-16-13 covering R/W for the subject project, which is scheduled for June 28, 1979.

Please note that a part of the property acquired for the Powers Wayside is required for R/W for this project and a description is attached to File 23731 for your use in obtaining the reversionary rights for the new R/W.

By:

Floyd O. Scott
R/W Description Engineer

FOS:ej
Attachments

9261 Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
The Equitable Center, Suite 100
Salem OR 97301 - 530 Center NE.

DATE: September 19, 1978

In reply refer to: HFO.3-OR

SUBJECT: Oregon Project RS-206(10)
Broadbent-Powers Section
Powers Highway
Coos County

FROM : G. L. Green, Division Administrator

NOTE:
E. S. HUNTER

TO : Mr. E. S. Hunter, Manager
Office of Technical Services
Oregon Department of Transportation

Copy
Con 21-6
Powers
Section

I agree with downscoping the subject as explained in Mr. Terpin's September 8, 1978, letter.

G. K. Hossner
for G. L. Green

RECEIVED
TECHNICAL SERVICES

SEP 25 '78

REFER TO
Woosley by Terpin.
FOR

Info	Inves	R/D	D/R	ign	Act	File
✓						

9261.

ROBERT W STRAUB
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

September 8, 1978

NOTED
E. S. HUNTER

Powers Wayside

RECEIVED
TECHNICAL SERVICES
SEP - 8 '78
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

Mr. G. L. Green
Division Administrator
Federal Highway Administration
Equitable Center
530 Center Street NE
Salem OR 97301

Dear Sir:

copy

Broadbent-Powers Section
Powers Highway
Coos County

The subject section has been the object of much study and public participation during the past few years. As a result of these efforts we believe we have been able to conceive a highway design which is compatible with highway needs and also serves the land use and environmental needs of the area through which it passes.

A copy of the Study Report is attached for your reference. The final environmental document will correspond with the design set forth in that report.

The use of the 28-foot section (12's and 2's) was determined from examination of roadway cross sections. In general, a wider section fell well outside the present roadbed prism causing significant increases in earthwork and right of way required. The present road has some sections of acute horizontal alignment on which trucks must encroach into the opposing lane when negotiating. Most trucks can negotiate a 24° curvature without serious encroachment; therefore, a 24° curvature was selected as a minimum. Most sections of the design are substantially higher with nominal increase in costs. The above minimum results in a design speed of 30 mph; however, this minimum is not generally applied and alignment compatible with a 40 mph design speed is prevalent. These design elements are compatible with a 12-foot lane and 2-foot shoulders where reconstruction is involved.

9261.

2.

ROBERT W. STRAUB
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

September 8, 1978

NOTED
E. S. HUNTEI

Powers.
Wayside.

Mr. G. L. Green
Division Administrator
Federal Highway Administration
Equitable Center
530 Center Street NE
Salem OR 97301

RECEIVED
TECHNICAL SERVICES
SEP - 8 '78
REFER TO
FOR

Info	Inves	R/D	O/R	Sign	Act	File

Dear Sir:

— copy

Broadbent-Powers Section
Powers Highway
Coos County

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Mr. Green
Page 2
September 8, 1978

The foregoing is presented with our request for design approval of the noted substandard features for the highway section and for PS&E approval for the current project at the Powers Wayside.

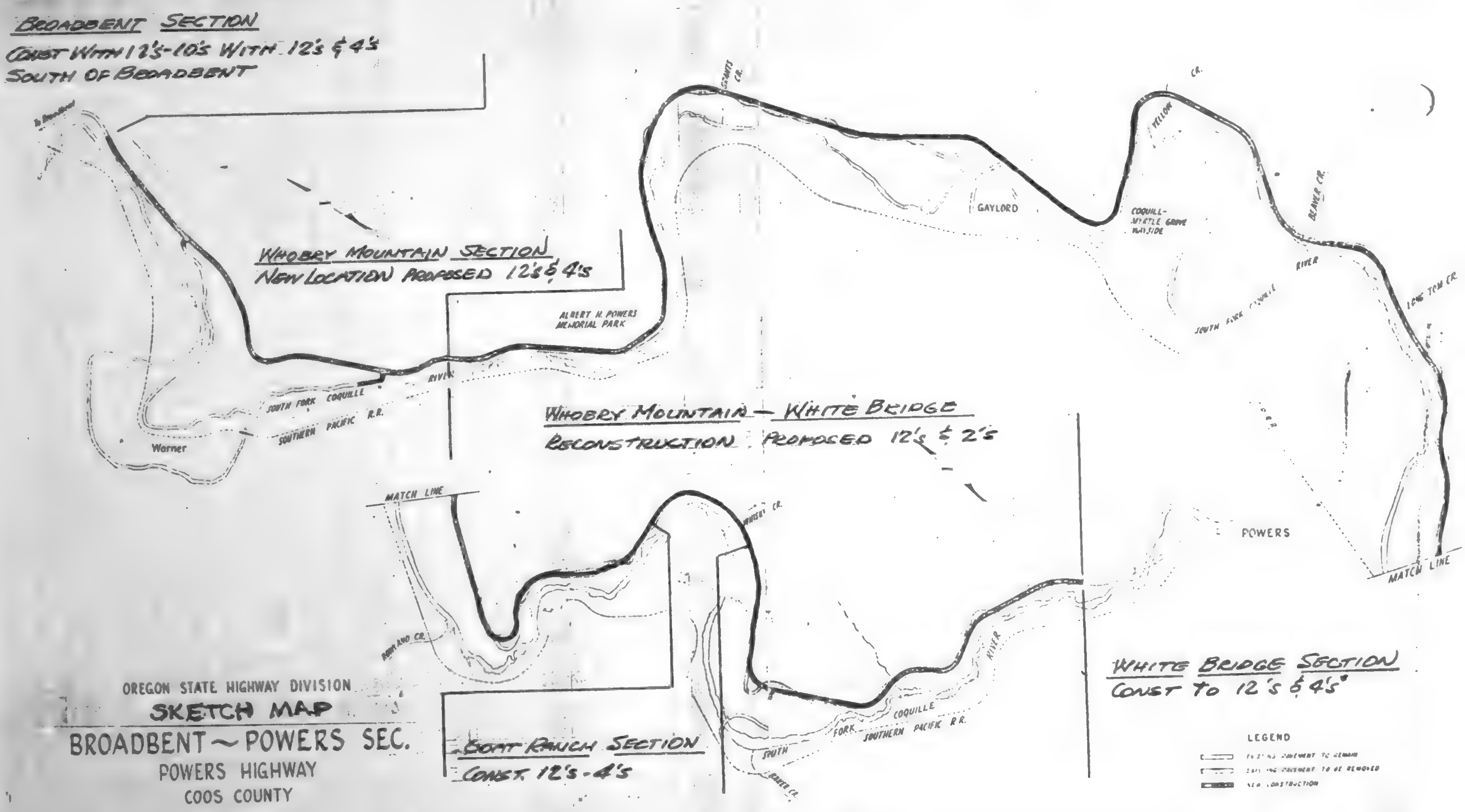
Very truly yours,

Frank E. Terpin
Location Engineer

Attachment

GCW:mc

bc E. S. Hunter ✓
J. H. Versteeg
Gary A. Potter
D. O. Christensen
Alfred Shirley, Jr.



BROADBENT SECTION
CONST WITH 12'S-10'S WITH 12'S & 4'S
SOUTH OF BROADBENT
To Broadbent
WHOBRY MOUNTAIN SECTION
NEW LOCATION PROPOSED 12'S & 4'S
ALBERT H. POWERS MEMORIAL PARK
SOUTH FORK COQUILLE RIVER
SOUTHERN PACIFIC R.R.
Warner
GRANTS CR.
GAYLORD
YELLOW CR.
COQUILLE-MYRTLE GROVE WAYSIDE
BEAVER CR.
SOUTH FORK COQUILLE RIVER
LONG TOM CR.
WHOBRY MOUNTAIN — WHITE BRIDGE
RECONSTRUCTION PROPOSED 12'S & 2'S
MATCH LINE
ROWLAND CR.
WHISKY CR.
SOUTH FORK COQUILLE RIVER
SOUTHERN PACIFIC R.R.
BAKER CR.
POWERS
MATCH LINE
GOAT RANCH SECTION
CONST. 12'S-4'S
WHITE BRIDGE SECTION
CONST TO 12'S & 4'S
LEGEND
EXISTING PAVEMENT TO REMAIN
EXISTING PAVEMENT TO BE REMOVED
NEW CONSTRUCTION

OREGON STATE HIGHWAY DIVISION

SKETCH MAP

BROADBENT ~ POWERS SEC.

POWERS HIGHWAY
COOS COUNTY

9261

2

**OREGON STATE
HIGHWAY DIVISION**

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

August 8, 1978

Glen L. Green
Division Administrator
Federal Highway Administration
The Equitable Center, Suite 100
530 Center Street NE
Salem, OR 97301

NOTED
E. S. HUNTER

Attention: Glen K. Hossner

Dear Mr. Green:

Re: Powers Wayside
Powers Highway
Coos County

The primary purpose of this FAS project is to raise the grade above the 25 year flood frequency elevation in two problem areas. Through the Wayside Area the alignment and grade follow the existing raodway as closely as possible to minimize the impact on the park lands. The maximum horizontal alignment is a 6 degree curve and the maximum grade used is 7.4 percent. This grade is required to match into the existing pavement at the southerly end of the project.

The new road section will provide two 12 foot lanes with 2 foot paved shoulders (which is compatible with the existing 20 feet to 24 feet total roadway width).

The ADT for this section of highway is about 900 (1975) vehicles per day.

We are submitting this letter to you as documentation as requested in your letter of February 16, 1978, entitled "Exceptions to Minimum Design Criteria Non-Interstate Federal-Aid Projects".

RECEIVED
TECHNICAL SERVICES
AUG 9 '78
REFER TO

FOR

Info	Invest	R/D	D/R	Sign	Act	File

This project is scheduled for the March 29, 1979, bid letting.

Very truly yours,

Duane O. Christensen

Duane O. Christensen
Final Design Engineer

DOC:ab
cc: E. S. Hunter
Alfred Shirley, Jr.
F. E. Terpin
W. E. Cole

9261 1.

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION FILE:

INTER-OFFICE CORRESPONDENCE

October 10, 1977

Salem, OR 97310

FROM: Gary A. Potter, Manager
Environmental Section

SUBJECT: Powers Memorial Wayside

TO: MEMO TO THE FILE

ORIGINAL SIGNED BY
GARY A. POTTER

NOTED
E. S. HUNTE

In recent discussions with the Department of Interior officials, they stated that actual reimbursement to the State Parks Branch for the value of property to be acquired from Powers Wayside for other acquisition would satisfy their requirements for "replacement land" in this case.

I would recommend that the amount of $600, plus a percent for acquisition cost, be made payable to the State Parks Branch, and be made a part of the Power's highway project costs. The FHWA indicates this is eligible project cost, and they will participate.

By copy of this memo, I am requesting comments. In the meantime, we'll proceed with the 4(f) Determination as planned.

GAP:ss

cc: E. S. Hunter w/attach ✓
J. B. Boyd w/attach
J. H. Versteeg w/attach
F. E. Terpin w/attach
Alfred Shirley, Jr. w/attach
Vernon V. Cusack-FHWA w/attach

RECEIVED
TECHNICAL SERVICES
OCT 12 '77
REFER TO
FOR

Form 81-724-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE
Roseburg, Oregon
September 30, 1977

FILE:

Robert F. Simpson

FROM: Robert F. Simpson
Right of Way Agent

SUBJECT: Powers Memorial Wayside

TO: MEMO TO FILE

The cost estimation for the land to be acquired that is now inside the Powers Memorial Wayside is $600, not including some merchantable Myrtle trees.

Marvin Barzee is owner of record of the land that joins the wayside on the south end. He states that he will not sell short of a "court battle." His reasoning is that he feels the wayside will eventually be developed into a park and when that time comes his swinging bridge will become an "attraction for trespassers." He needs that land for a "buffer" between his home and the park, he says. The cost for this one acre is estimated at $2,500.

Mrs. Powers was not contacted as she now lives in Oregon City. A report will be submitted when contact is made with her.

Estimated cost for 14 acres of land near Yellow Creek is $14,000. The estimated cost for the existing wayside is $2,500, the difference is $11,500.

RECEIVED
ENVIRONMENTAL SECTION
OCT 03 1977
Referred to ____________

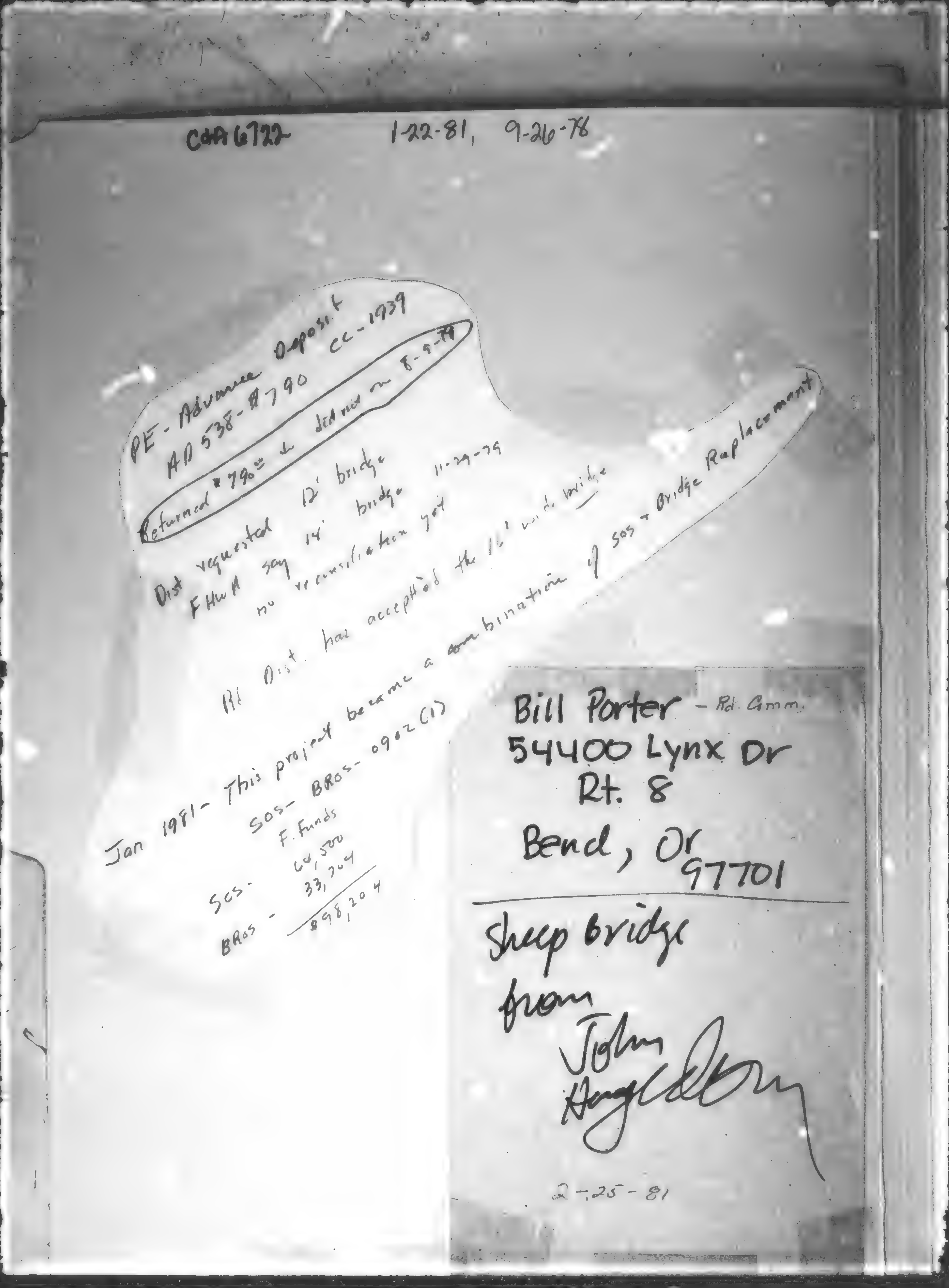
RFS:ldp

Copy to J. B. Boyd

RIGHT OF WAY SECTION
RECEIVED
SEP 30 1977
☐ RE ☒ ARE ☐ ARA ☐ FS ☐ CA ☐ RS

Send copy to Doug Potter
R.

•1981 Deschutes River (Sheep) 9262
•Bridge Sec. of Mt. Sheep Lane.
•(Structure)



CAA 6722 1-22-81, 9-26-78

PE - Advance Deposit
AD 538 - $790 CC - 1939
Returned 790^{00} to district on 8-9-79

Dist requested 12' bridge
FHWA say 14' bridge 11-29-79
no reconsiliation yet

Rd Dist. has accepted the 16' wide bridge

Jan 1981 - This project became a combination of SOS + Bridge Replacement
SOS - BROS - 0902 (1)
F. Funds
SOS - 64,500
BROS - 33,704
$98,204

Bill Porter - Rd. Comm.
54400 Lynx Dr
Rt. 8
Bend, Or
97701

Sheep bridge
from
John

2-25-81

7262

H. Reynolds

HIGHWAY DIVISION

REQUEST FOR OUTSIDE BILLING
(OR ADVANCE DEPOSIT TRANSFER)

INVOICE NUMBER

DATE 7/19/83

PURCHASE ORDER NUMBER

☐ PARTIAL ☒ FINAL

PRIOR REQUEST NUMBER

BILLING REQUEST NUMBER CA1783

BILL TO: New

CODE DESCHSP

CREDIT DISTRIBUTION 325.00 523.26

209-1991-296-00-000 523.26

209-1991-297-00-000 <523.26>

Deschutes County
Special Road District No. 6
16245 Mountain Sheep Lane
Bend OR 97701

DESCRIPTION: (Describe the service rendered, location, etc. Refer to agreements, letters and orders by which payer authorized the service.)

TOTAL

Final billing: Deschutes River (Sheep) Bridge - Deschutes County

Fed Project # BROS-505-0902(1)

County's share of costs per itemized statement attached

P.E.	1,271.60
Const.	14,251.66
Total	15,523.26
Less County's Advance Dep.	17,120.00
Refund due County	1,596.74

110.00

DESCHUC Inv. 2909

RECEIVED
JUL 2 1983
LEDGERS-REV.

PROGRAM SECTION
MANAGER ________ PROJECT UNIT S
1983
MAN. ASSIST. ________ PROGRAM UNIT ________
REFER TO ________
FOR ________

Advance Deposit Amount	$17,120.00
Advance Deposit Previously Transferred to Highway Fund	$15,000.00
Balance	$2120.00
Transfer to Highway Fund 05812	$ 523.26
Refund Due 05813	$ 1596.74

REFUND ~~AMOUNT~~ DUE $ 1,596.74

SUBMITTED BY J. Hensley

APPROVED BY T.E. Skog

OREGON STATE HIGHWAY DIVISION

ITEMIZED STATEMENT OF FINAL COSTS DATE: 5/26/83

DESCHUTES COUNTY SPEC.
ROAD DISTRICT #6 AGREEMENT NO: 6722 PROJECT NO: BROS-SOS-0902(1)

CONTRACT NO: 9262 SECTION: Deschutes R. (Sheep) Br.

P.E.		$ 8,936.06
Federal Funds Collected	$7,664.46	
Construction		
Payment to Contractor (SOS)		$55,906.20
Payment to Contractor (BROS)		32,986.95
Interest Paid to Contractor		37.15
SFO #1 Furnish Guardrail		424.12
Engineering		8,112.34
		$97,466.76
Federal Funds Collected	$83,215.10	

Road District's Share of Cost	$ 8,936.06
Less Federal Funds	7,664.46
	97,466.76
Less Federal Funds	83,215.10
	$15,523.26

REFERENCE CC 83-11

```
ACCOUNT SUMMARY - EXPENDITURES & LEDGERS                          APRIL 1983          PAGE  230
                                                                     FISCAL        GRAND TOTAL     ACTIVE YRS
DESCRIPTION          PREFIX  FUNCTION SUB F. GR  CURRENT MONTH    YEAR TO DATE       TO DATE       BEG    END
                     209   1018      201    00 N 1                                    4,844.84    81     81
                     209   1018      206    00 N 1                                       46.40    80     81
                     209   1018      296    00 N 9                                241,409.03CR    80     82
                     209   1018      297    00 N 9                                  42,204.67    81     82
                     209   1018      298    00 N 9                                 199,204.36    80     81
                                   SUB TOTAL                                         230,797.75
                     209   1018      900    00 N 1                                  11,150.97    80     81
                     209   1018      920    00 N 1                                      35.41    81     81
                     209   1018      945    00 N 1                                      12.00    81     81
                     209   1018      948    00 N 1                                      13.50    81     81
                                   SUB TOTAL                                          11,211.88
                                   TOT      P1                                       225,906.51
                                   TOT      N1                                        16,103.12
                                ** JOB TOTALS **               **              **    242,009.63  **
                                                                                                  STATE
DESCHUTES RIV (SHEEP)BR   CONT NO 9262 * FA PROJ. NOS SOS 0902001 100 BROS0902001
                     209   1022      201    00 P 1      1,013.05        1,013.05      55,906.20    81     83
                     209   1022      201    00 P 2      1,013.05CR      1,013.05CR    32,986.95    81     83
                     209   1022      206    00 N 1                                      37.15    81     81
                     209   1022      270    01 P 1                                     424.12    81     81
                     209   1022      296    00 N 9                         57.31      98,133.95CR  81     82
                     209   1022      297    00 N 9                                  15,000.00    81     81
                     209   1022      298    00 N 9                         57.31CR    83,133.95    81     82
                                   SUB TOTAL                                          89,354.42
                     209   1022      900    00 P 1                                   5,291.66    81     82
                     209   1022      920    00 P 1                                     109.47    81     81
                     209   1022      940    00 P 1                                     982.22    81     82
                     209   1022      941    00 P 1                                      28.04    81     81
                     209   1022      942    00 P 1                                     796.03    81     81
                     209   1022      944    00 P 1                                     263.89    81     82
                     209   1022      945    00 P 1                                     390.32    81     82
                     209   1022      946    00 P 1                                     250.71    81     81
                     209   1022      948    80 P 1                                               81     83
                     209   1022      950    00 N 1      1.95CR          1.95CR            56.03    81     81
                                   SUB TOTAL            1.95CR          1.95CR         8,168.37
                                   TOT      P1          1,011.10        1,011.10      64,442.66
                                   TOT      P2          1,013.05CR      1,013.05CR    32,986.95
                                   TOT      N1                                           93.18
                                ** JOB TOTALS **        1.95CR**        1.95CR**      97,522.79  **
                                                                                    56 03
                                                                                 97,466.76
```

DESCRIPTION		PREFIX	FUNCTION	SUB F.	GR		CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE	
	209	1980	901	00	N 1				11.94	
	209	1980	904	00	P 1				450.28	
	209	1980	905	00	P 1				1,489.11	
	209	1980	906	00	P 1				544.81	
	209	1980	910	00	P 1				68.48	
	209	1980	911	00	P 1				12.17	
	209	1980	915	00	P 1				375.18	
	209	1980	918	00	P 1				63.80	
	209	1980	920	00	P 1				68.29	
	209	1980	921	00	P 1				1,084.70	
	209	1980	922	00	P 1				20.53	
	209	1980	923	00	P 1				2,456.68	
	209	1980	980	00	P 1				287.24	
			SUB TOTAL						7,701.00	
			TOT	P1					7,689.06	
			TOT	N1					11.94	
			** JOB TOTALS **				**	**	7,701.00 **	
										STATE
DESH RIVER (SHEEP) BRIDGE	CONT NO	* FA PROJ NOS	SOS	0902001	100					
	209	1991	296	00	N 9				7,356.00CR	
	209	1991	298	00	N 9				7,356.00	
			SUB TOTAL							
	209	1991	901	00	P 1	Resident Eng			1,666.32	
	209	1991	905	00	P 1	Final Design			1,083.00	
	209	1991	906	00	P 1	Bridge Design			2,316.91	
	209	1991	911	00	P 1	Traffic [illegible]			45.15CR	
	209	1991	914	00	P 1	Utility liaison			11.80	
	209	1991	918	00	P 1	Location			734.19	
	209	1991	920	00	P 1	Proj. Mngt.			110.29	Should be in
	209	1991	921	00	P 1	Specs			1,337.92	
	209	1991	922	00	P 1	Admin.			100.99	
	209	1991	923	00	P 1	Environ			198.07	
	209	1991	926	00	P 1	Structural Foundation	1.95	1.95	1,272.26	
	209	1991	927	00	P 1	Bridge Design			149.46	
			SUB TOTAL				1.95	1.95	8,936.06	
			TOT	P1			1.95	1.95	8,936.06	
			** JOB TOTALS **				1.95 **	1.95 **	8,936.06 **	
										STATE
GILLIAM CO PVMT MARK PROJ	CONT NO	FA PROJ NOS	PMS	000S099	100					
	211	1999	296	00	N 9			2.00	91.09CR	
	211	1999	298	00	N 9			2.00CR	91.09	

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                                                                          APRIL 1983          PAGE  230
ACCOUNT SUMMARY - EXPENDITURES & LEDGERS
                                                                            FISCAL          GRAND TOTAL    ACTIVE YRS
                                                                         YEAR TO DATE         TO DATE      BEG    END
DESCRIPTION            PREFIX  FUNCTION SUB F. GR  CURRENT MONTH                               4,844.84     81     81
                    209    1018      201    00 N 1                                                46.40     80     81
                    209    1018      206    00 N 1                                          241,409.03CR    80     82
                    209    1018      296    00 N 9                                           42,204.67      81     82
                    209    1018      297    00 N 9                                          199,204.36      80     81
                    209    1018      298    00 N 9
                                                                                            230,797.75
                             SUB TOTAL
                                                                                             11,150.97      80     81
                    209    1018      900    00 N 1                                               35.41      81     81
                    209    1018      920    00 N 1                                               12.00      81     81
                    209    1018      945    00 N 1                                               13.50      81     81
                    209    1018      948    00 N 1
                                                                                             11,211.88
                             SUB TOTAL
                                                                                            225,906.51
                             TOT      P1                                                     16,103.12
                             TOT      N1                                                    242,009.63  **
                          ** JOB TOTALS **                     **                 **

                                                                                                          STATE
                     CONT NO 9262 * FA PROJ NOS SOS 0902001 100 BROS0902001
DESCHUTES RIV (SHEEP BR                              1,013.05            1,013.05            55,906.20      81     83
                    209    1022      201    00 P 1   1,013.05CR          1,013.05CR          32,986.95      81     83
                    209    1022      201    00 P 2                                               37.15      81     81
                    209    1022      206    00 N 1   Interest to Contractor                     424.12      81     81
                    209    1022      270    01 P 1   SFO#1 Guardrail          57.31          98,133.95CR    81     82
                    209    1022      296    00 N 9                                           15,000.00      81     81
                    209    1022      297    00 N 9                          57.31CR          83,133.95      81     82
                    209    1022      298    00 N 9
                                                                                             89,354.42
                             SUB TOTAL
                                                                                              5,291.66      81     82
                    209    1022      900    00 P 1                                              109.47      81     81
                    209    1022      920    00 P 1   Proj. Mngt.                                982.22      81     82
                    209    1022      940    00 P 1   Salem Testing lab.                          28.04      81     81
                    209    1022      941    00 P 1   Portland                                   796.03      81     81
                    209    1022      942    00 P 1   Eugene                                     263.89      81     82
                    209    1022      944    00 P 1   Tech Serv.                                 390.32      81     82
                    209    1022      945    00 P 1   Constr. Brg. C.                            250.71      81     81
                    209    1022      946    00 P 1   Region Eng. OFF.                                       81     83
                    209    1022      948    80 P 1   General Const 1.95CR off    1.95CR              56.03      81     81
                    209    1022      950    00 N 1
                                                     1.95CR              1.95CR               8,168.37
                             SUB TOTAL
                                                     1,011.10            1,011.10            64,442.66
                             TOT      P1             1,013.05CR          1,013.05CR          32,986.95
                             TOT      P2                                                         93.18
                             TOT      N1
                          ** JOB TOTALS **           1.95CR**            1.95CR**            97,522.79  **
```

209-1991

209-1022

ORIGINAL

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL VOUCHER FOR PAYMENT UNDER 23 U.S.C. 117

Appropriation:

The United States, Dr., TO Treasurer of the State of Oregon

Address Capitol Bldg. - Salem, OR 97310

D.O. VOUCHER NO.

STATE VOUCHER NO.

DATE

FHWA SCHEDULE NO.

PAID BY

STATE Oregon

FEDERAL AID PROJECT NO. BROS-SOS-902(1)

PROGRAM APPROVED

VOUCHER PERIOD From: 10/31/78 To: 2/1/83

FINANCIAL DATA

	TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
117	$ 32,986.95	$ 32,986.95	80.00%	$26,389.56	$26,389.56	$ 0.00
680	8,936.06	8,936.06	85.77%	7,664.46	7,664.46	0.00
680	64,535.84	64,442.66	88.18%	56,825.54	56,825.54	0.00
	$106,458.85	$106,365.67		$90,879.56	$90,879.56	$ 0.00

The undersigned State highway agency certifies as follows: The above-mentioned project has been completed; the plans, design and construction for said project are in accord with the laws, standards and procedures of this State applicable to projects in this category approved by the Federal Highway Administration or such project exceptions as have been approved by FHWA; and no claim has been presented to or payment made by the United States for the work for which payment is claimed herein.

SIGN ORIGINAL ONLY

Oregon *State Highway Agency*

By ______ *Authorized Officer* 4/26/83 *Date*

Controller

I certify that a final inspection of the above project has been made by an authorized official of the Federal Highway Administration. On the basis of such inspection and the State highway agency's certification the amount claimed is approved for payment.

Amount submitted $ 0.00

Adjustments $ ______

Amount Approved $ ______

SIGN ORIGINAL COPY

Signature of Authorized FHWA Representative *Date*

Form FHWA-1447 (4-78) PREVIOUS EDITIONS ARE OBSOLETE

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	Deschutes River (Sheep) Bridge Deschutes County Road					
	Preliminary Engineering Type Code P.E.					
	State	All Required			$ 8,936.06	
	Construction Type Code X Structure, Bridge No. 16480 (Sta. 2+05 To Sta. 3+24)					
	Formal Contract Payment Summary	Lump Sum			88,893.15	
App.	117 $32,986.95					
SFO	#1 Furnish guradrail and end pieces	All Required			424.12	
	Total Participating Construction				$ 89,317.27	
	Construction Engineering					
	State	All Required			8,112.34	
	Total Participating Project Cost				$106,365.67	
	Nonparticipating Project Cost					
	Interest on Final Payments	All Required			37.15	
	Construction Engineering	All Required			56.03	
	Total Nonparticipating Project Cost				$ 93.18	
	Total Project Cost				$106,458.85	
	Prepared based on Participating Costs as shown on Federal Billing as of 5/4/83.					
	AMOUNT CARRIED FORWARD					

9262

L.

9-10-81

REPORT OF ACTION UNDER DELEGATED AUTHORITY BY

ASSISTANT STATE HIGHWAY ENGINEER

On behalf of the Commission and under authority delegated to me to accept contracts completed according to specifications, I accepted the following:

Contractor and Contract No.	Section and County	Acceptance Date
Mill Plain Electric, Inc. No. 9189	Mt. Hood Hwy. @ SE 104th Ave. Multnomah County	August 10, 1981
Delta Construction Co. No. 8974	Prairie Rd.-Irving Rd. & Park Ave.-River Rd. Lane County	August 10, 1981
Douglas S. Coats, Inc. No. 9262	Deschutes River (Sheep) Bridge Deschutes County	August 10, 1981
Ross Bros. Construction, Inc. No. 9222	Thornton Lake Bridge Benton County	August 12, 1981
W. R. Grasle Co. No. 9059	N.Tigard Intchge.-SW Beef Bend Rd. (Tigard) Multnomah & Washington Counties	August 14, 1981
A.K. Lundmark & Son, Inc. No. 8978	Nehalem River (CCC) Bridge Tillamook County	September 1, 1981
F. E. Ward, Inc. No. 9238	Little Luckiamute River (Smith Rd.) Bridge Polk County	September 2, 1981
N.L. Prouty Excavating No. 9252	Dairy Creek O'Flow Culvert Washington County	September 3, 1981
Don Haisch Construction, Inc. No. 9212	M.P. 44.5 Marion County	September 4, 1981
Tice Electric Co. No. 9162	Hayden Island-NE Broadway St. (Portland) Multnomah County	September 4, 1981
Peter Kiewit Sons' Co. No. 9017	Yaquina Bay Bridge (Newport) Lincoln County	September 4, 1981

Contractor and Contract No.	Section and County	Acceptance Date
Mill Plain Electric, Inc. No. 9257	SE Harmony Rd. @ International Way Clackamas County	September 8, 1981
Auburn Construction Co. No. 9251	Soap Creek Bridge Polk County	September 10, 1981

September 10, 1981

C. T. Keasey
Asst. State Highway Engineer

9262 L.

September 4, 1981

Contractor's Bonding and Insurance Co.
1213 Valley Street
Seattle, WA 98109

CON 5
#9262

Gentlemen:

Contract No. 9252 awarded to N. L. Prouty Excavating for the Dairy Creek Overflow Culvert Project in Washington County was completed on July 7, 1981, and accepted by the State Highway Division on September 3, 1981.

Final payment will be released to the contractor as soon as payment processing can be completed, but not before September 10, 1981.

No claims for labor or material have been filed with us against the performance bond on this contract.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

n

cc N. L. Prouty Excavating
7315 N. E. 99th Street
Vancouver, WA 98662

C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
Ed Hardt

STATE OF OREGON
Contract Payments 378-6594

INTEROFFICE MEMO
CON 5

TO: Warren Richards
Construction Office Manager

DATE: May 21, 1981

R. D. Church by mk

FROM: R. D. Church
Contract Payments Coordinator

SUBJECT: Request Contract Acceptance

Contract 9262, Work Completed May 18, 1981
Project Deschutes River (Sheep) Bridge SOS
Highway Mountain Sheep Bridge
County Deschutes

We request you return a signed copy of this letter recommending acceptance or list conditions that would prevent your acceptance of the contract work.

Recommended Acceptance Date ____________________

Construction Office Manager

RDC:mk

cc: J. B. Boyd
Don Harwell
Edward Haury
John Jenkins
Hank Wakerlig
Leo King

PROJECT MANAGEMENT BRANCH
ASHE ☐ STE ☐
PLE ☐ RE ☐ PRE ☑
MAY 22 1981
REFERRED TO ____________
FOR ____________
FILE: PM FA LG.

9262

FORM 734-3081

FIELD ENGINEER'S WEEKLY REPORT

OREGON STATE HIGHWAY DIVISION

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Deschutes River (Sheep) Bridge

WEEK ENDING: May 16, 1981

SECTION PREFIX: 209-1022

HIGHWAY: Mountain Sheep Lane

COUNTY: Deschutes

KIND OF WORK: Structure

NAME OF JOB: Deschutes River (Sheep) Bridge

CONTRACTOR: Douglas S. Coats, Inc.

CONTRACT NUMBER: 9262

FEDERAL AID PROJECT NUMBER: BROS-SOS-0902(1)

DATE OF CONTRACT: March 3, 1981

DATE WORK STARTED: March 23, 1981

ESTIMATED COMPLETION DATE: May 22, 1981

AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 2 SUPERVISION: 1

SPECIFIED WORK DAYS:

SPECIFIED CALENDAR DAYS: 200

SPECIFIED COMPLETION DATE:

WORK DAYS USED:

CALENDAR DAYS USED: 62

PERCENT OF TIME ELAPSED:

PROJECT AUTHORIZATION: $ 99,494.78

EXCLUSIVE OF ENGINEERING: $ 90,805.28

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 99,494.78

ESTIMATED PERCENT: OVERRUN / UNDERRUN ______ %

ENGINEERING AUTHORIZATION: $ 8,689.50

ENGINEERING COST TO DATE: $ 4,250.00

PERCENT OF AUTHORIZATION ______ %

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 96

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 93

DATE PROJECT WAS COMPLETED:

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

			MAT'L. PROD.		
	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					

HOURS PER SHIFT

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY				
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY	Snow showers			
SATURDAY				

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RECEIVED
MAY 18 1981
CONSTRUCTION BRANCH

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GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	No work
TUESDAY	"
WEDNESDAY	"
THURSDAY	"
FRIDAY	Crew tightening bridge rail bolts and doing general clean-up.
SATURDAY	

REMARKS

This week: Tighten bridge rail, clean-up work.

Next week: Finish cleanup work.

Const. (3)
Region (1)
Files (1)

SIGNED N.D. Krehbiel LOCATION Redmond
by J.R. Wallace

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

9262

L.

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	State OREGON
MONTHLY TRANSACTION NUMBER 3-108		County DESCHUTES
PROJECT REPORT NUMBER	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT	Project Number SOS-BROS-0902(1)
MODIFICATION NUMBER	3/17/81	

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on October 7, 19 80, is hereby modified as follows:

	Former amount	Revised amount	
Estimated total cost of project	$ 5,500.00	73,135.00 $34,960.00	
Federal funds	$ 4,710.00	64,490.00 $27,968.00	680 117
Other revisions			

This modification is made for the following reasons: to add the construction phase.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 17th day of March, 19 81.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Asst. State Hwy. Engineer
(Title)

XX
By For: H.S. Coulter

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: E.J. Valach (Acting)

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

file

Oregon State Highway Division
Salem, Oregon March 16, 1981

Federal Aid Project
No. SOS-BROS-0902(1)

Deschutes River (Sheep) Bridge
Deschutes County Road

PROJECT AGREEMENT

Type Code P.E.

Preliminary Engineering		All Required	$ 8,600.00

Type Code X
Structure, Bridge No. 16480 (Sta. 2+05 to Sta. 3+24)

Mobilization		All Required	$ 8,000.00
Temporary Protection and Direction of Traffic		All Required	500.00
Temporary Signs	65 Sq. Ft.	7.00	455.00
Temporary Continuous Rail Traffic Barriers, Reflectorized	50 Lin. Ft.	7.00	350.00
Toe Trench Excavation	40 Cu. Yd.	10.00	400.00
Guard Rail, Type 2A	63 Lin. Ft.	15.00	945.00
Guard Rail, Type 3	63 Lin. Ft.	25.00	1,575.00
Guard Rail Anchors, Type 1	4 Each	300.00	1,200.00
Rail End Pieces, Type C	4 Each	100.00	400.00
Loose Riprap, Class 50	150 Cu. Yd.	18.00	2,700.00
Bridge Removal Work		All Required	7,000.00
Structure Excavation	50 Cu. Yd.	20.00	1,000.00
Furnish 14-inch Prestressed Concrete Piling	636 Lin. Ft.	20.00	12,720.00
Drive Prestressed Concrete Piling	12 Each	300.00	3,600.00
Prestressed Concrete Pile Extensions	30 Lin. Ft.	10.00	300.00
Structural Concrete, Class 3300	30 Cu. Yd.	All Required	8,000.00
4'x35'/40' Prestressed Beams	12 Each	2,500.00	30,000.00
Reinforcement	3,000 lbs.	All Required	1,500.00
Two Tube Steel Railing	250 Lin. Ft.	25.00	6,250.00
	SUBTOTAL		$ 86,895.00
	Engineering		12,600.00
	TOTAL		$ 99,495.00

Length of Structure ------------ 0.023 mi.

SUMMARY OF FUNDS (117=80%)(680=88.18%)

Description	Total Cost	Federal Funds	Rd. Dist. #6 Funds
Preliminary Engineering	$ 8,600.00	$ 7,356.00	$ 1,244.00
Structure	99,495.00	85,102.00	14,393.00
	$108,095.00	$92,458.00	$15,637.00
G-1 SOS, Code 680	$ 73,135.00	$64,490.00	$ 8,645.00
G-2 BROS, Code 117	$ 34,960.00	$27,968.00	$ 6,992.00

Group 1 68%; Group 2 32%
Contract No. 9262
Prefix 209-1991
Prefix 209-1022

STATE COP

OMB No. 04-R2089

P

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO. 10-25	U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION **FEDERAL-AID PROJECT AGREEMENT** 10-7-80	State Oregon County Deschutes Project No. SOS-0902(1)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Pub. Rd., 7.9 mi. N. of LaPine

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING	10-31-78	0.03
RIGHTS-OF-WAY		
CONSTRUCTION		
OTHER *(Specify)*		

FUNDS Pro Rata 85.7[illegible] %

ESTIMATED TOTAL COST OF PROJECT $ 5,500.00	FEDERAL FUNDS $ 4,710.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By W.H. Woehrnig

Asst. State Highway Engineer
(Title)

XX For: H. S. Coulter

State Highway Engineer
(Title)

By

(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: G. L. Green

Date executed by Division Administrator [illegible]

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway. agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Gen. File

Oregon State Highway Division
Salem, Oregon October 1, 1980

Federal Aid Project
No. SOS-0902(1)

Deschutes River (Sheep) Bridge Section
Public Road in Deschutes County

Project Agreement Estimate

Type Code PE		
Preliminary Engineering	All Required	$ 5,500.00
Preliminary Engineering	Total	$ 5,500.00

Length of Project- - - - -0.03 miles

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	Rd. Dist. #6
Preliminary Engineering	$ 5,500.00	$ 4,710.00	$ 790.00
Retain in Program PS&E Status	69,700.00	59,780.00	9,920.00
Total	$75,200.00	$64,490.00	$10,710.00

Group 1 - 100%
Prefix- 209-1991

9262

February 27, 1981 ACC

Mr. W. E. Porter
Road Commissioner-Sp. Rd. District #6
54400 Lynx Drive - Route #8
Bend, Oregon 97701

Gentlemen:

On February 26, 1981 the Highway Division received a satisfactory bid from Douglas S. Coats Inc., P.O. Box 311, Bend, Oregon 97701 for the Deschutes River (Sheep) Bridge-River Home Sites Section. This project is financed with a combination of OFF SYSTEM funds and Highway Bridge Replacement funds. Project No. BROS-SOS-0902(1). Based upon the contractor's bid the Road District's advance deposit will be:

Br$ 17034

Contractor's Bid	$ 86,895.00
4 1/2% Contingencies	$ 3,910.28
10% Engineering	8,689.50
ESTIMATED CONSTRUCTION COST	$ 99,494.78
Estimated P.E. Costs	8,600.00
ESTIMATED PROJECT COST	$108,094.78

The Road District's share is as follows:

	Total	Federal Funds	Rd. Dist. Funds
SOS Funding	$ 75,000.00	$64,500.00	$10,500.00
BROS Funding	33,094.78	26,475.82	6,618.96
	$108,094.78	$90,975.82	$17,118.96

By rounding the District's Advance Deposit will be $17,120.00

We will award the contract when we receive your advance deposit, which should be in this office no later than March 20, 1981.

The attached sheet describes the three options for making your advance deposit. Please select the option you desire and submit your advance deposit according to the instructions.

Very truly yours,

for D. E. Swan
Operation Programming Engineer

WR:pf
Attachment

bcc w/AD # 871: John Hagedorn, Region 4 Federal Aid Engineer
Vern Skoog - Please return completed AD # 871 when advance deposit is received.

9262

2-4-81

L.

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.: SOS-BROS-0902(1)

STATE PROJECT NO.: See below

COUNTY NAME: Deschutes

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

FROM:
E.J. Valach, Acting Division Admin
FHWA - Oregon Division

PROGRAM NO.:

ITEM NO.: 90007

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
FEB 13 '81
REFER TO Moshuing
FOR

Info	Inves	R/D	D/R	Sign	Act	File

orig to – 2-13-81

DATE PS&E APPROVED: 1/29/80

DATE AUTHORIZATION EFFECTIVE: 2/4/81

FEDERAL ROUTE NUMBER: Non Federal aid

STATE ROUTE NUMBER: Road District #6

GENERAL LOCATION:

Deschutes River (Sheep) Bridge Section

GENERAL DESCRIPTION OF WORK:

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☐ OTHER *(Specify)*

☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☒ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

I accept the certification of Mr. Rod Henry dated 1/27/81 that provisions of FHPM 7-5-1 have been complied with and you are now authorized to advertise for bids.

DATE: 2/4/81

SIGNATURE OF APPROVING OFFICIAL: G.K. Hossner

TITLE: for Acting Division Administrator

FORM PR-1240 (REV. 9-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U. S. GOVERNMENT PRINTING OFFICE: 1975-621-455

TOTAL TO DATE JOB COST SUMMARY

JANUARY 1981

DESCRIPTION OF JOB OR DEPARTMENT	PREFIX		FUNCTION	GR	CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE	
	209	1982	297	00 N 9			509.74	
	209	1982	298	00 N 9			3,079.96	
	209	1982	901	00 P 1			1,989.13	
	209	1982	905	00 P 1			1,232.55	
	209	1982	910	00 P 1			6.47	
	209	1982	920	00 P 1			48.90	
	209	1982	921	00 P 1			285.16	
	209	1982	922	00 P 1			27.49	
			TOT	P1			3,589.70	
			XX JOB TOTALS XX		XX	XX	3,589.70	XX
								STATE
DESH RIVER (SHEEP) BRIDGE	CONT NO		FA PROJ NOS SOS 902001 100					
	209	1991	296	00 N 9		4,710.00CR	4,710.00CR	
	209	1991	298	00 N 9		4,710.00	4,710.00	
	209	1991	901	00 P 1	86.82	1,019.44	1,651.09	
	209	1991	905	00 P 1	49.08	1,051.96	1,051.96	
	209	1991	906	00 P 1	283.47	2,316.91	2,316.91	
	209	1991	911	00 P 1			45.15CR	
	209	1991	914	00 P 1	10.00	11.80	11.80	
	209	1991	918	00 P 1		734.19	734.19	
	209	1991	920	00 P 1	95.35	110.29	110.29	
	209	1991	921	00 P 1	962.29	1,057.64	1,057.64	
	209	1991	922	00 P 1	18.43	93.73	93.73	
	209	1991	923	00 P 1	106.08	106.08	170.43	
	209	1991	926	00 P 1		738.12	1,270.31	
	209	1991	927	00 P 1		149.46	149.46	
			TOT	P1	1,611.52	7,389.62	8,572.66	
			XX JOB TOTALS XX		1,611.52 XX	7,389.62 XX	8,572.68	XX
								STATE
GAZLEY BR GAZLEY COUNTY RD	CONT NO		* FA PROJ NOS OS 000001 100					
	210	1952	296	00 N 9			20,142.48CR	
	210	1952	297	00 N 9			4,393.07	
	210	1952	298	00 N 9			15,749.41	
	210	1952	904	00 P 1			18,420.66	
	210	1952	905	00 P 1			69.44	
	210	1952	906	00 P 1			1,076.11	
	210	1952	920	00 P 1			26.00	
	210	1952	921	00 P 1			501.99	
	210	1952	923	00 P 1			48.28	
			TOT	P1			20,142.48	
			XX JOB TOTALS XX		XX	XX	20,142.48	XX
								STATE
SPARXING & RIDDLE BYPASS RD	CONT NO		* FA PROJ NOS RRO 00S018 100					
	210	1971	296	00 N 9		180.14CR	1,049.38CR	
	210	1971	298	00 N 9			869.24	
	210	1971	299	00 N 9		180.14	180.14	

1-81

9262

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVA ND/OR AUTHORIZATION

9262

FROM: E. J. Valach, Acting Division Admin FHWA - Oregon Division 1-27-81	**PROGRAM NO.**	**FEDERAL AID PROJECT NO.** SOS-BROS-0902(1)
	ITEM NO. 90007	**S E PROJECT NO.** See below
		COUNTY NAME Deschutes
		PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

Copies to
Gifford
H. Reynolds

DATE PS&E APPROVED 1/29/80	**DATE AUTHORIZATION EFFECTIVE** 1/27/81	**FEDERAL ROUTE NUMBER** Non Federal aid
		STATE ROUTE NUMBER Road District #6

GENERAL LOCATION:

Deschutes River (Sheep) Bridge Section

GENERAL DESCRIPTION OF WORK:

Program change

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION
☒ OTHER (*Specify*) Program change
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's letter of 1/19/81 I approve the program change as follows:

1) Project Number: Change to read "SOS-BROS-0902(1)"
2) Appn. Code: Add "117"
3) Class of Federal Funds: Change to read "... & Bridge Replacement.

F.A. Funds
SOS 64,500
BROS 33,704
98,204
93,484 Const
4,720 PE

Also, as requested in Mr. Swan's letter of 1/19/81 I approve the revised Construction Costs to a TEC of $111,830 Federal Funds $93,484. (Increase TEC $42,130 Federal Funds $33,704 Appn. Code 117)

DATE 1/27/81	**SIGNATURE OF APPROVING OFFICIAL**	**TITLE** for Acting Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1975 631-455

9262

January 22, 1981

Mr. Wade Chapman, Commissioner
Deschutes County Special Road District No. 6
Deschutes River Recreation Homesites
LaPine, OR 97739

AGR 6

MISC. CONTRACTS and
AGREEMENTS No. 6722

Dear Mr. Chapman:

Attached for your records is a fully executed copy of an agreement to provide additional federal aid funds that have been made available through the Highway Bridge Replacement Program to complete financing of the Deschutes River (Sheep) Bridge project.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

dme
Attachment

bc: Don Harwell (agreement attached)

92642

2.

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO 6-2

January 19, 1981

TO: G. L. Green, Division Administrator
Federal Highway Administration

Original Signed By
D. E. Swan

FROM: D. E. Swan
Operation Programming Engineer

SUBJECT: Program Change
Project No. SOS-0902(1)
Deschutes Riv. (Sheep) Br. Section
Deschutes County

I request approval to joint fund the subject project with Bridge Replacement funds (Mandatory 15% Off-System) requiring changes on the PR-1 form as follows:

1) Project Number: Change to read "SOS-BROS-0902(1)"
2) Appn. Code: Add "117"
3) Class of Federal Funds: Change to read "... & Bridge Replacement.
4) Estimate Project Cost by Phases: Change CONST. to read ...

APPN CODE	TEC	FF	LF	Amount	%
680	$ 69,700.00	$ 59,780.00	$ 9,920.00	Orig.	85.77
117	42,130.00	33,704.00	8,426.00	Add'l.	80.00
	$111,830.00	$ 93,484.00	$18,346.00	Rev.	

Approval of this request will involve an increase of $42,130 in total cost and additional Federal obligation of $33,704 utilizing Bridge Replacement funds in accordance with the approved Certification Acceptance Plan.

JLG:bke
cc: H. Reynoldson
Lou Olson
General Files

Form 734-3122

9262

Date 7/5/81

PROJECT MANAGEMENT OFFICE MEMO

Subject Deschutes River (Sheep) Br. File No.

Received (call) ~~(visit)~~ from Bob Pillsbury

Address

Made (call) (visit) to Phone

Reason for contact and general discussion: Re our proposed width of 16 feet. We do not have a 'specific' approval from FHWA. Pillsbury states that their 1/17/79 response to our 1/17/79 letter is sufficient approval. Further, our 9/9/80 letter and their 11/25/80 response effectively approves the 16' width. SOS funds will be supplemented with HBR funds

Signature

cy: Hagedorn
Holmes

File ( ) ( ) ( ) ( ) ( ) ( ) ( ) ( )
Circulate: PME LGE OPE FAE CCE OM Other

9262

Deschutes

ENVIRONMENTAL REVIEW CHECKLIST

ALL CLEAR 12/30/80
Donald L

John

Jan. 29, 1981 Bid Letting ________ All Clear Deadline

SECTION Deschutes River (Sheep) Bridge
Highway
County Deschutes Region 4
Type of Work Br. & Approaches Funds SOS Full
State___ Consultant ___ Plans Avail.___Yes ___No

~~DSL~~
~~Statewide Noise~~

Class 3 NM

	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR
DOCUMENTS:					
EIS	☒				
Negative Declaration	☒				
Project Assessment		☒			☒
Write-off Letter	☒				
PERMITS:					
Division of State Lands		☒			☒
D.O.G.M.I.	☒				
Corps of Engineers		☒			☒
Coast Guard	☒				
Co. Conditional Use	☒				
NPS Air Pollution	☒				
NPS Water Pollution	☒				
CULTURAL:					
Cultural Survey		☒			☒
Cultural Salvage	☒				
NOISE:					
Noise Study		☒			

9262

Section DESCHUTES RIVER (SHEEP) BRIDGE Programming Estimate $

Highway CO. RD. Project Length

County DESCHUTES Completion Time 200 Cal. days

Kind of Work Structure Est. Comp. Date

Prefix 209-1991 Letting Date 1/29/81 Project No. SOS-0902(1)

NSTRUCTION AUTHORIZATION

ntract Amount . . . . $ 97,666

$ –

ROUTING SLIP—DEPT. OF TRANSPORTATION Date: 12-23-80

Director
Chief of Operations
Asst. Dir.-Administration
Asst. Dir.-Transportation Policy & Program Develop.
Accounting (Highway)
Administrative Services
Chief Counsel
Commission Services
Construction
Data Processing (Trans. Bldg.)
Employee Development
Engineering (Design)
Environmental
Equipment Shops & Storeroom
Finance (DOT)
FHWA

General Files
General Services (DOT)
Information Systems (Lana Ave.)
Labor Relations
Landscape
Library
Location
Mail Room
Maintenance
Materials & Research
Motor Vehicles
Organization & Manpower Services
Parks & Recreation
Permits & Weighmaster
Personnel Operations
Photocopy
Proj. Mgmt. & Operations Planning

Public Affairs
Public Transit
Radio
Right of Way
Safety & Health Services
Sign Shop
State Highway Engineer
Structures
Technical Services Engineer
Traffic Support Services
Transportation Policy & Program Development
Travel Information
Utilities
Metropolitan
Region Number 4
District Number

ATTENTION: John Hagedorn

FROM: Proj. Mngt.

COMMENTS: Please inform the Road District.

Form 731-0022 (7/78) SP*70682-734

Subtotal $ 97,666 –

Contingencies (4-1/2%) 4,394 97

Engineering ([illegible], [illegible], 10%) 9,766 60

~~Subtotal~~ $

~~Credit for~~ . . . .

Estimated Net Authorization, Construction . . . . $ 111,827 57

Est. P.E. Cost	6,900.00
Est. Project Cost	118,727 57
Less Federal Funds	64,500 00
Est. Rd. District share	*54,227 57

APPROVED

Road Design Engineer

Section DESCHUTES RIVER (SHEEP) BRIDGE Programming Estimate $ ______

Highway C.O. RD. Project Length ______

County DESCHUTES Completion Time 200 Cal. days

Kind of Work Structure Est. Comp. Date ______

Prefix 209-1991 Letting Date 1/29/81 Project No. SOS-0902(1)

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount . . . . $ 97,666

Anticipated Additional Items:

Royalty Payment. . . . . ______

Permit Fees . . . . ______

Slide Correction . . . . ______

Railroad Protective Costs . . . . ______

Other Railroad Costs . . . . ______

Permanent Signing . . . . ______

Permanent Pavement Striping . . . . ______

Temporary Pavement Striping. . . . . ______

Remove Pavement Striping (Exist. & Temp.) . . . ______

Temporary Erosion Control . . . . ______

State Furnished ______ . . . . . . ______

Roadside Seeding & Mulching . . . . ______

Asphalt Cement Adjustment . . . . ______

On the Job Trainees . . . . ______

State Responsibility for Damages . . . . ______

Signal Controller Testing (Engineering) . . . . ______

Bikeway Signs . . . . ______

Furnish Mailbox Posts . . . . ______

Adjust Utilities:

______ . . . . . . ______

______ . . . . . . ______

______ . . . . . . ______

______ . . . . . . ______

______ . . . . . . ______

$ —

Subtotal $ 97,666 —

Contingencies (4-1/2%) 4,394 97

Engineering (~~5~~, ~~8~~, 10%) 9,766 60

~~Subtotal~~ $

~~Credit for~~ ______ . . . . ______

Estimated Net Authorization, Construction . . . . $ 111,827 57

Est. P.E. Cost 6,900.00

APPROVED Est. Project Cost 118,727 57

Less Federal Funds 64,500 00

Est. Rd. District share $54,227 57

______
Road Design Engineer

OREGON STATE HIGHWAY DIVISION

SUMMARY—BID SCHEDULE—COST ESTIMATE

Sheet 1 of 1

Date

Section Deschutes River (Sheep) Bridge

County

Kind Of Work

Length

Name Day 12-12-80

No	Item	Code	Unit	Quant.	Unit Cost	Total
	Mobilization		All	All	(9%)	8000
	Temporary Protection and Direction of Traffic		All	All		1500-
	Temporary Signs		Sq Ft	65	6-	390
	Temporary Continuous Rail Traffic Barriers, Reflectorized		Lin Ft	50	12-	600
	Road work					
	Toe Trench Excavation		Cu Yd	40	20-	800
	Guard Rail, Type 2A		Lin Ft	63	18-	1134
	Guard Rail, Type 3		Lin Ft	63	26-	1638
	Guard Rail Anchors, Type 1		Each	4	350-	1400
	Rail End Pieces, Type C		Each	4	50-	200
	Loose Riprap, Class 50		Cu Yd	150	30-	4500
	Structure					
	Bridge Removal work		All	All		7500
	Structure Excavation		Cu Yd	50	15	750
	Furnish 14-inch Prestressed Concrete Piling		Lin Ft	636	14	8904
	Drive Prestressed Concrete Piling		Each	12	450	5400
	Prestressed Concrete Pile Extensions		Lin Ft	30	25	750
	Structural Concrete, Class 3300 (30cy @ $300)		All	All		9000
	4'x 35'/40' Prestressed Beams		Each	12	2600	31,200
	Reinforcement (3000 lbs @ 0 50)		All	All		1500
	Twin Tube Steel Railing		Lin Ft	250	50	12,500
						97,666

```
TOTAL TO DATE JOB COST SUMMARY                                      NOVEMBER 1980       PAGE  581
                                                                                FISCAL         GRAND TOTAL
DESCRIPTION OF JOB OR DEPARTMENT      PREFIX     FUNCTION   GR  CURRENT MONTH   YEAR TO DATE     TO DATE

                                                                                                          STATE
  SOLAR & STELLAR DR IMPRVT   CONT NO       * FA PROJ NOS SOS 900002 100
                                 209    1982     296      00 N 9                                3,589.70CR
                                 209    1982     297      00 N 9                                  509.74
                                 209    1982     298      00 N 9                                3,079.96
                                 209    1982     901      00 P 1                                1,989.13
                                 209    1982     905      00 P 1                                1,232.55
                                 209    1982     910      00 P 1                                    6.47
                                 209    1982     920      00 P 1                                   48.90
                                 209    1982     921      00 P 1                                  285.16
                                 209    1982     922      00 P 1                                   27.49
                                                 TOT      P1                                    3,589.70
                                           ** JOB TOTALS **          **                **       3,589.70  **

                                                                                                          STATE
  DESH RIVER (SHEEP) BRIDGE   CONT NO         FA PROJ NOS SOS 902001 100
                                 209    1991     296      00 N 9                  4,710.00CR    4,710.00CR
                                 209    1991     298      00 N 9                  4,710.00      4,710.00
                                 209    1991     901      00 P 1                    932.62      1,564.27
                                 209    1991     905      00 P 1                  1,002.88      1,002.88
                                 209    1991     906      00 P 1      480.98      1,849.92      1,849.92
                                 209    1991     911      00 P 1                                   45.15CR
                                 209    1991     914      00 P 1                      1.80          1.80
                                 209    1991     918      00 P 1                    734.19        734.19
                                 209    1991     920      00 P 1                     14.94         14.94
                                 209    1991     921      00 P 1       76.28         76.28         76.28
                                 209    1991     922      00 P 1       36.84         75.30         75.30
                                 209    1991     923      00 P 1                                   64.35
                                 209    1991     926      00 P 1                    738.12      1,270.31
                                 209    1991     927      00 P 1                    149.46        149.46
                                                 TOT      P1          594.10      5,575.51      6,758.55
                                           ** JOB TOTALS **           594.10  **  5,575.51  **  6,758.55  **

                                                                                                          STATE
  GAZLEY BR GAZLEY COUNTY RD  CONT NO       * FA PROJ NOS OS  000001 100
                                 210    1952     296      00 N 9                               20,142.48CR
                                 210    1952     297      00 N 9                                4,393.07
                                 210    1952     298      00 N 9                               15,749.41
                                 210    1952     904      00 P 1                               18,420.66
                                 210    1952     905      00 P 1                                   69.44
                                 210    1952     906      00 P 1                                1,076.11
                                 210    1952     920      00 P 1                                   26.00
                                 210    1952     921      00 P 1                                  501.99
                                 210    1952     923      00 P 1                                   48.28
                                                 TOT      P1                                   20,142.48
                                           ** JOB TOTALS **          **                **      20,142.48  **

                                                                                                          STATE
  SPARXING & RIDDLE BYPASS RD CONT NO       * FA PROJ NOS RRO 00S018 100
                                 210    1971     296      00 N 9                    180.14CR    1,049.38CR
```

9262

STATE OF ORE[illegible]N

INTE[illegible]OFFICE MEMO

TO: Mr. Dale Allen
Region 4 Engineer

DATE: November 26, 1980

DES 23
Br 16480

FROM: T. G. Thompson
Supervising Structural
Design Engineer

SUBJECT:
Deschutes River (Sheep) Bridge
Deschutes River (Sheep) Br. Section
Mountain Sheep Lane
Deschutes County
Bridge 16480

Enclosed are two reduced prints of drawings 35711, 35712, 35713, which are the advance detail drawings for the subject structure.

Our present estimate of costs for the proposed contract is as follows:

Grading and Paving	$ 4,600
Structure	74,000
Engineering & Contingencies	15,720
	$94,320

We plan to call for bids on this section on January 29, 1981.

Please make a field review and return one set by December 10, 1980 with your comments and/or corrections noted thereon.

HOW:dh
Enclosures

cc Wade Chapman (Deschutes Co. Commissioner) /w/ 2 sets encls.
H. A. Schell /w/ 2 sets encls.
Specs Unit /w/ 1 set encls. plus estimate sheet (unchecked)
and designer's notes.
Construction /w/ 1 set encls.
Utility Unit /w/ 1 set encls.
County-City Unit
Engineering /w/ 1 set encls.
N. D. Krehbiel

9262

2

Form FHWA 121 (1/80)

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

THE OREGON DIVISION - SALEM
UNITED STATES GOVERNMENT

memorandum

Subject: Oregon Project SOS-0902(1)
Deschutes River (Sheep) Bridge
Mountain Sheep Lane
Deschutes County

Date: November 25, 1980

From: G. L. Green, Division Administrator

Reply to Attn. of: HBR-OR

To: Mr. H. S. Coulter, State Highway Engineer, ODOT
ATTN: Mr. D. O. Christenson, Final Design Engineer

We have reviewed Mr. Christenson's September 9, 1980, letter on guardrail provisions at the ends of the above structure. We have reviewed your bridge connection standards with several people in your department. In keeping with our discussions, we feel 25 feet of Type 3 guardrail should be installed at the bridge ends of the above bridge and then the section reduced to Type 2A. Although this is a slight variation from your standards, it appears that, in view of the expected slow speed, such a change would still furnish adequate safety to the traveling public.

NOTED
H.S. COULTER

For
G. L. Green

RECEIVED
STATE HWY ENGR
NOV 26 '80
REFER TO Hunter
cy
FOR
Info Inves R/D D/R Sign Act File

④

117 DOT Bu...
Salem, Oregon 97310
9262
Attention: Right-of-Way Section

Highway# 2009
Prefix 209-1991

Subject: Federal Aid Project No.
Project Name Deschutes River Sheep Bridge
Deschutes River Homesites

Regarding the above referred to federal aid project, we hereby certify that to the best of our knowledge and belief:

10-22-80

A. Existing Right-of-Way

☒ 1. All construction can be accomplished completely within the existing right-of-way. This existing right-of-way was acquired prior to January 2, 1971.

B. New Right-of-Way

☐ 1. This project required additional right-of-way purchased after January 2, 1971. Right-of-way, easements, or rights-of-entry required for this project have been secured in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, and all incidental charges related to the transfer of property will be paid by the county in accordance with said Act.

☐ a. There has been no displacement of persons from residences, farms or businesses.

OR

☐ b. There has been displacement of persons from either residences, farms or businesses and in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, displaced persons, businesses, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals or families have been relocated to decent, safe and sanitary housing or have been offered decent, safe, sanitary and fair housing immediately available on the open market.

C. Utilities

☒ 1. The occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to federal aid project have been authorized by permit, franchise, or other approved procedure.

Signed at Bend, Oregon, this 22 day of Oct., 1980

Unit 6, Special Road District
County of Deschutes

E. Wade Chapman
~~County Judge~~/Chairman

~~Commissioner~~

~~Commissioner~~

Certified by:

Regional Right-of-Way Supervisor
Date Oct 24, 1980

Instructions: Complete A or B and C.
R/W File No. __________
Rev. 1/76

9262

STATE OF OREGON

INTEROFFICE MEMO

DES 23
16480

TO: Mr. Dale D. Allen
Region 4 Engineer
Attention John R. Hagedorn

DATE: September 15, 1980

FROM: TG Thompson
T. G. Thompson
Supervising Structural
Design Engineer

SUBJECT:
Deschutes River (Sheep) Bridge
Deschutes River (Sheep) Br.Sec.
Mountain Sheep Lane
Deschutes County
Bridge 16480

Enclosed are four reduced prints of Drawings 35492 and 35366 which are the preliminary plan and elevation and vicinity map for the subject structure.

Our present estimate of costs for the proposed contract is

Grading and Paving	$ 4,600
Structure	68,650
Engineering and Contingencies	10,650
TOTAL	$83,900 ✓

Please use these prints to obtain the approval of Deschutes County Road District. Return one set of prints to this office as soon as possible with the appropriate approval stamped thereon.

We plan to call for bids on this project on January 29, 1981.

HOW:smd

Enclosures

cc H. A. Schell /w/ 1 set encls.
Engineering /w/ 1 set encls.
~~Local~~ Government /w/ 1 set encls.
Environment (M. Banks) /w/ 1 set encls.

Contains Recycled Materials

HAL

Bp

9262 L

bc H. S. Coulter
E. S. Hunter
F. E. Terpin
L. E. George
D. H. Moehring
D. N. Stoudenmeyer
Dale Allen

September 9, 1980

Glen L. Green
Division Administrator
Federal Highway Administration
The Equitable Center, Suite 100
530 Center Street NE
Salem, Oregon 97301

NOTED
H. S. COULTER

Dear Mr. Green:

Re: Deschutes River (Sheep) Bridge
Mountain Sheep Lane
Deschutes County

The primary purpose of this project is to replace the existing wooden bridge with a modern concrete structure. The new structure will be 16-feet wide and provide one lane of traffic. A guardrail with a brush rail will be provided on the structure. Incidental to this there will be guardrail extended from the four corners of the structure.

The area served is a vacation, residential type situation with a local speed of 10 mph. In view of this, it is requested that we be permitted to reduce our standard guardrail runs. We would propose installing 25-feet of type 2A guardrail on three corners and 50-feet of type 2A on the southwest corner due to the approaching curve. We would install type C end pieces and no anchors.

Considering the type of use this structure will get, we feel the above proposal is adequate and we ask your concurrance.

Very truly yours,

J. H. Versteeg
Road Design Engineer
By:

ORIGINAL SIGNED
DUANE O. CHRISTENSEN

Duane O. Christensen
Final Design Engineer

RECEIVED
STATE HWY ENGR
SEP 10 '80
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

DNS:ab

9262

F OREGON

TRANSPORTATION

WAY DIVISION

ROPOSED PROJECT

PRELIMINARY COPY
JUL 25 1980
SUBJECT TO CHANCE
FINAL DESIGN UNIT

DESCHUTES RIVER (SHEEP) BRIDGE SEC. MOUNTAIN SHEEP LANE DESCHUTES COUNTY				SHEET No. 1
FED ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
10	OREGON			See Index

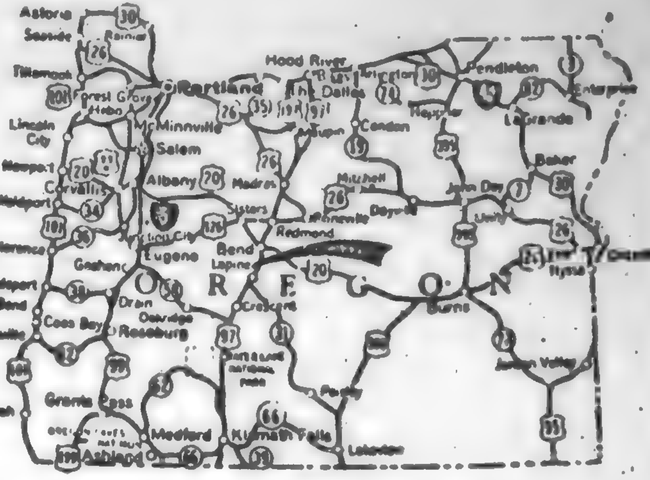
505

8-5-80

(SHEEP) BRIDGE SEC.

SHEEP LANE

TES COUNTY


Astoria
Seaside
Tillamook
Forest Grove
Hebo
Portland
McMinnville
Salem
Lincoln City
Newport
Corvallis
Albany
Waldport
Florence
Reedsport
North Bend
Coos Bay
Coquille
Gold Beach
Grants Pass
Medford
Ashland
Hood River
The Dalles
Condon
Pendleton
La Grande
Enterprise
Baker
Madras
Mitchell
Sisters
Redmond
Bend
La Pine
Eugene
Oakridge
Roseburg
Crescent
Klamath Falls
Lakeview
Burns
John Day
Ontario
Nyssa
Jordan Valley
O R E G O N

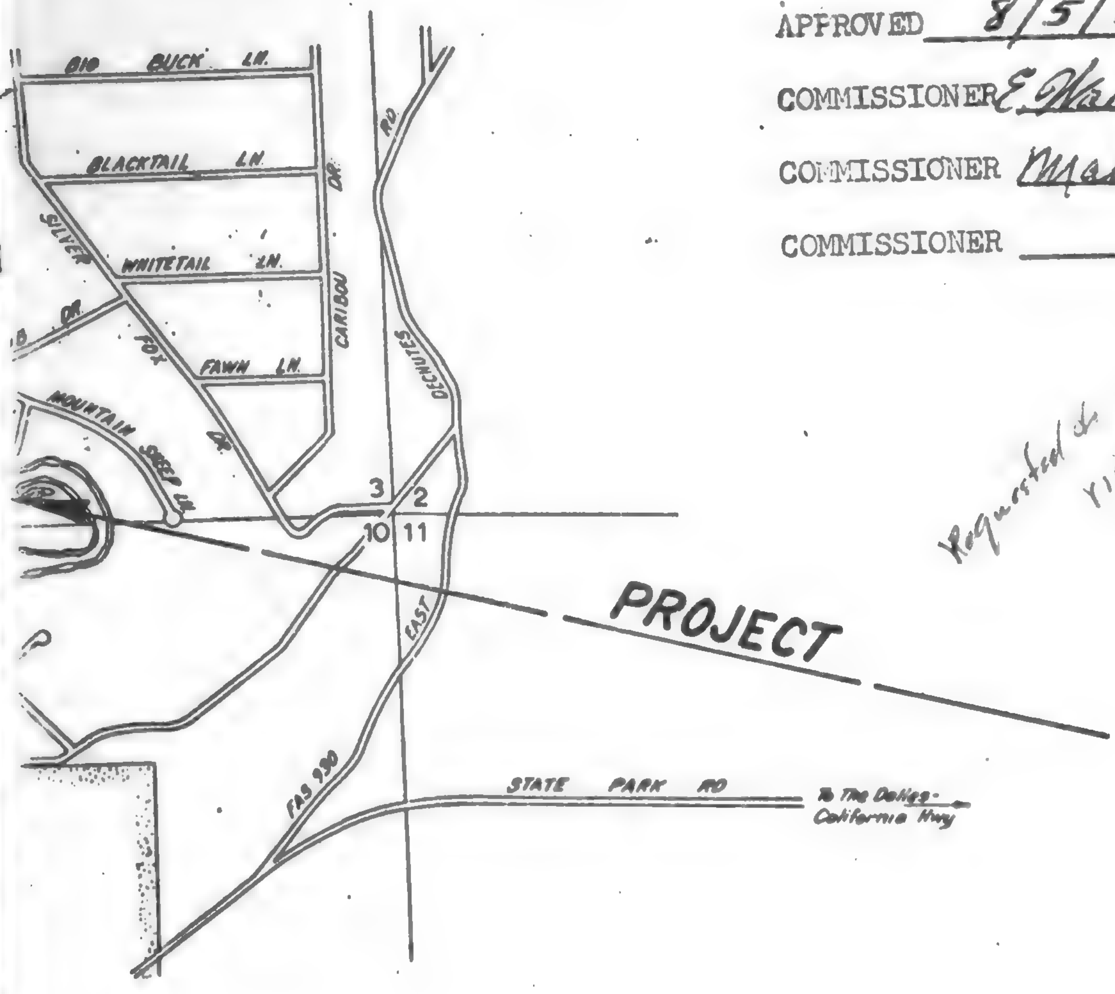
UNIT 6, SPECIAL ROAD DISTRICT of Deschutes County

APPROVED 8/5/80

COMMISSIONER E. Wade Chapman

COMMISSIONER Mahlon G. Rohobach

COMMISSIONER ____________


BIG BUCK LN.
BLACKTAIL LN.
WHITETAIL LN.
FAWN LN.
SILVER FOX DR.
MOUNTAIN SHEEP LN.
CARIBOU DR.
DESCHUTES RD.
EAST
3
2
10
11
PROJECT
FAS 930
STATE PARK RD
To The Dalles-California Hwy

Requested to reduce rip rap

PRELIMINARY COPY
SUBJECT TO CHANGE

H S Coulter — STATE HIGHWAY ENGINEER

E. S. Hunter — ASSISTANT STATE HIGHWAY ENGINEER

OREGON TRANSPORTATION COMMISSION

Anthony Yturri	CHAIRMAN
Tom Walsh	VICE CHAIRMAN
Gordon Coleman	COMMISSIONER
Peter J. Brix	COMMISSIONER
Michael P. Hollern	COMMISSIONER
Fred B. Klaboe	DIRECTOR OF TRANSPORTATION

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

APPROVED: ____________

FIELD OPERATIONS ENGINEER ____ DATE

9262

STATE OF OREGON
HIGHWAY DIVISION - ODOT

INTEROFFICE MEMO
LOC 8

TO: FILE

DATE: July 7, 1980

David W. Bryson

FROM: David W. Bryson
Assistant Hydraulics Engineer

SUBJECT: Deschutes River (Sheep) Bridge, SOS
Mountain Sheep Lane
Deschutes County

The proposed project will replace an existing 115-foot long, four-span, timber structure and will be located on the same alignment.

HYDROLOGY

The Deschutes River is a south-north tributary of the Columbia River and drains an area of approximately 517 square miles above the proposed bridge site. The upper 483 square miles of this drainage area are regulated by Crane Prairie Reservoir (completed in 1922) and Wickiup Reservoir (completed in 1949 although some storage began in 1942).

Forty-one years of stream gage data are available from gage 14-0565 located 2,000 feet downstream from Wickiup Dam (drainage area = 483 square miles). Since the flow is regulated, a Log-Pearson Type III statistical analysis of the gage data is not considered applicable in this case. The peak discharge recorded since Wickiup Reservoir has been in operation is 2,280 cfs. This peak occurred on July 31, 1962 and also on July 30, 1956. The average yearly peak discharge since 1949 has been 1,990 cfs. According to the Water and Power Resources Service, the maximum expected release rate from Wickiup Reservoir is 4,000 cfs. This is considered to be the worst possible flood and would be a very rare event.

Inspection of the gaging records indicates that the highest flows occur from April through October during the irrigation season with the lowest flows occurring from November through March. The peak flow usually occurs sometime between mid-July and mid-August. The peak recorded discharge from November through March has been 854 cfs.

HYDRAULIC DESIGN

The largest release of record (2,280 cfs) was chosen for the design. The estimated highwater elevation is 92.2 feet (assumed datum). The estimated highwater elevation with a discharge of 4,000 cfs is 94.5 feet (assumed datum).

Contains
Recycled
Materials

The existing structure was analyzed and found to create a negligible amount of backwater during both the design discharge of 2,280 cfs and the maximum expected release of 4,000 cfs.

To maintain the status quo the proposed structure should provide the same waterway area as the existing structure. This amounts to providing a waterway area of 820 square feet below the design highwater elevation of 92.2 feet. With this waterway area the backwater effects will be negligible during both the design discharge and the maximum expected discharge.

RIPRAP

If vertical abutments are used, it is suggested they be protected with Class 50 loose riprap placed in a trench around the toe of the abutment. If 1 1/2:1 spillthrough abutments are used, it is suggested they be protected with a 12-inch blanket of Class 50 loose riprap. The riprap should have a toe trench and no filter blanket will be required. Ideally, that portion of the west river bank which is eroding away should be protected with Class 50 loose riprap up to elevation 93.0 feet. From the project photographs, this appears to involve approximately 300 feet of the river bank.

DWB:ge

CC: Frank Terpin w/att.
Walt Hart "
Jack Davis "
D. Christensen "
Dale Allen "
[redacted] "
Herb Schell, FHWA "

PROJECT MANAGEMENT BRANCH
ASHE ☐ STE ☐
PLE ☐ RE ☐ [✓ PRE ☐]
JUL 7 1980
REFERRED TO ____________
FOR ____________
FILE: PM FA LG.

HYDRAULIC DATA

	DESIGN FLOOD	INTERMEDIATE REGIONAL FLOOD	MAXIMUM FLOOD YEAR (N.A.)
Discharge – cfs	2,280	N.A.	4,000
Discharge – m^3/s			
Frequency – yrs.	N.A.	100	N.A.
H.W. Elevation Natural Channel – ft.	92.2		94.5
H.W. Elevation Natural Channel – m.			
H.W. Elevation Channel Change – ft.	—		—
H.W. Elevation Channel Change – m.			
Average Velocity – fps	2.7±		3.2±
Average Velocity – mps			

NOTE FOR A CANAL: "DESIGN FLOOD" = Design Flow
"Discharge" = Capacity

REMARKS:

OREGON STATE HIGHWAY DIVISION
HYDRAULICS UNIT

Deschutes River (Sheep) Bridge
Mountain Sheep Lane
Deschutes County

COMPILED BY: Dave Bryson

DATE: July 3, 1980

6-9-80

9268

NARRATIVE REPORT

Deschutes River (Sheep) Bridge SOS 0902(1)
Deschutes County - Special Road District No. 6
Mountain Sheep Lane

This survey was initiated to prepare plans, specifications and estimate for the replacement of the existing Deschutes River (Sheep) Bridge.

The existing structure is a 115 feet long untreated pile trestle bridge with an overall width of 10.1 feet.

It is proposed that a 120 foot by 16 foot wide bridge be constructed. The proposed alignment would be parallel to and three feet northerly (downstream) from the existing centerline tangent. This alignment was requested by Special Road District No. 6.

The enclosed subdivision plat map 1-4 + 10 notes the R/W width as 60 feet on the N86°19'E bearing, and obviously wider on the N62°40'E (bridge) bearing. The actual width of the westerly R/W as determined from iron pin property and R/W corners is approximately 63 feet instead of 60 feet west of the bridge, and the width on the N62°40'E bearing is 82+ feet. The northerly R/W line is 38 feet north of the proposed new centerline and will cause no problems.

The proposed structure is longer than the existing, and since the west bank is more subject to erosion and has had slope protection placed in the past, the added length should be extended on the west end. It is proposed that the new 16 foot wide structure consist of two 60 foot prestressed slab spans founded on piling. The end bents should have an abutment wall, with attached 45° wings, encasing the driven piles. The Special Road District No. 6 will pay all costs in excess of the $64,500 federal allotment, and in order to cut costs, no AC surfacing on the slabs or riprap at the bridge ends is included in the cost estimate. Also, it is proposed that 300 lin. feet of surplus guardrail plus four end pieces available from the State be used on the structure and extending 15 feet beyond the ends of the structure. The surplus rail is available at $2.68 per 12½ foot section, plus transportation costs.

The road district will construct the approaches seperately from the contract and at their expense. For this reason, cross sections were not taken.

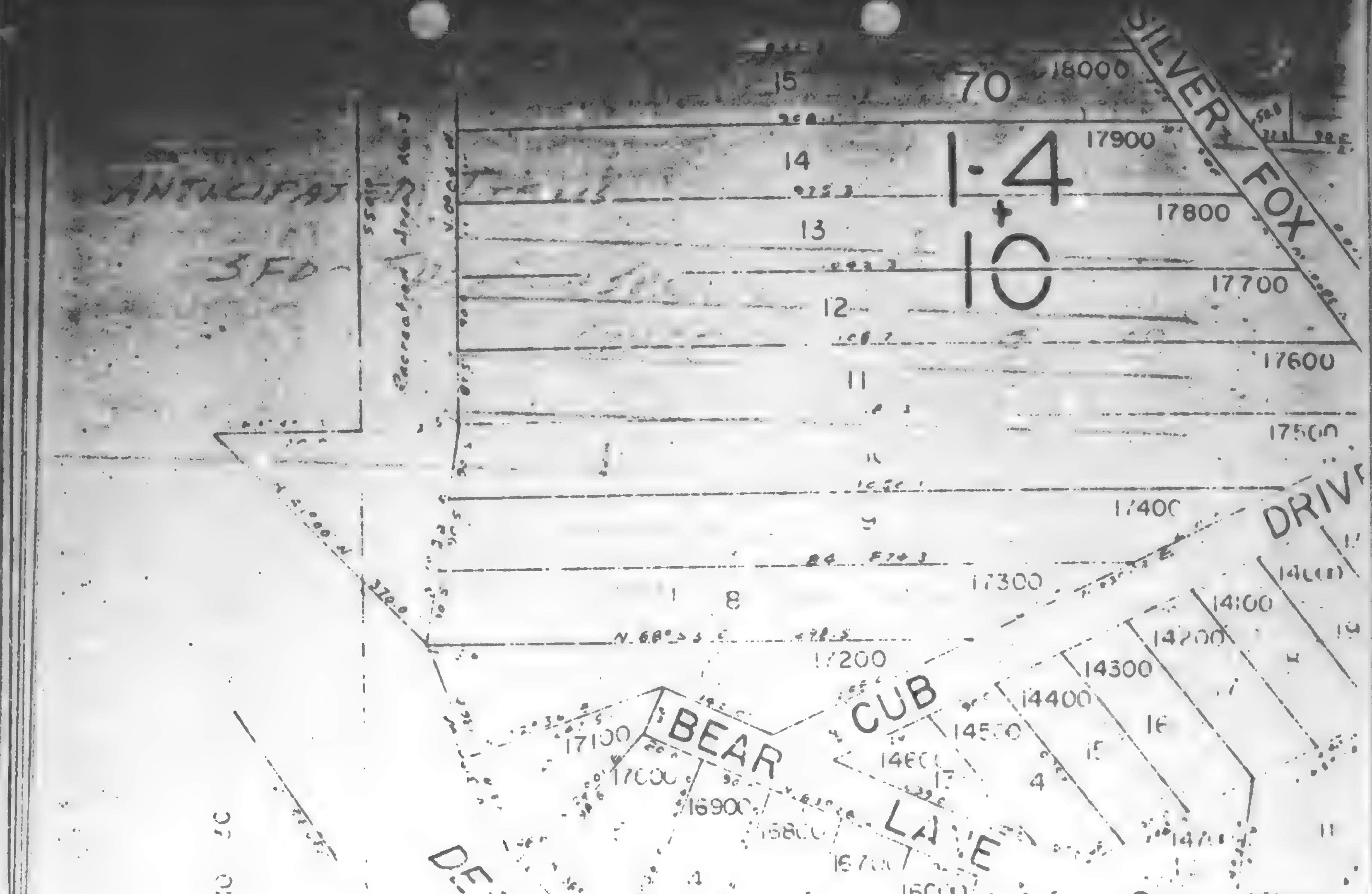
The road can be closed during construction, as alternate routes are available except during heavy snow periods.

The only utility of concern is a buried telephone cable which is also mounted on the upstream felloe guard of the existing bridge.

This contract should be let in September, 1980 to avoid having alternate routes closed during the winter season.

N D Krehbiel
N.D. Krehbiel
Reident Engineer 6-9-80

NOTED
L. L. WALLACE



SILVER FOX
70
1-4
+
10
ANTICIPATED
SFD
Recreation Area No. 3
15
14
13
12
11
10
9
8
18000
17900
17800
17700
17600
17500
17400
17300
17200
DRIVE
14000
14100
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14600
BEAR
CUB
LANE
17100
17000
16900
16800
16700
16600
DESCHUTES
SHEEP
LANE
SHEEP
16300
16500
75
74
63
RIVER
MOUNTAIN
19200
19300
19400
19500
19600
19700
Recreation Area No. 2
5
4
3
2
1
64
LYNX DR.
See Map 21 10 2C

[illegible] C____, FAUS ____ Project

Route Name

[illegible] ch [illegible] River (Sheep) Bridge

Project Length 120 Ft. Project Location (Attach sketch map)

Project Description Rebuild and widen existing timber structure construct approaches to bridge.

Average Daily Traffic 120 Design Speed 10 MPH

Complete Applicable Sections:

I. ROADWAY DATA

1. Existing Roadway: (Attach sketch)

Width ____ Travel Lanes ____ Shoulders ____

Medians ____ Parking ____

Sidewalks ____

Remarks ____

2. Desired Roadway Cross Section: (Attach sketch)

Width ____ Travel Lanes ____ Shoulders ____

Medians ____ Parking ____

Curbed ____ Length Curb Radii ____

Sidewalk/Bikeway ____

Remarks ____

II. RIGHT-OF-WAY DATA

1. Existing Right-of-Way:

General Width 60 Minimum 30 Maximum 60

2. Has right-of-way been acquired for this project subsequent to January 2, 1971?

Yes X No ____

3. Will additional right-of-way be needed? Yes ____ No X

If answer is "yes," will cost of right-of-way be subject to Federal reimbursement? Yes ____ No ____

Remarks ____

III. TRAFFIC CONTROL DATA

1. Existing Signalization and Location:

N/A

9262

OREGON STATE HIGHWAY DIVISION

AUTHORITY FOR SURVEY

Section: Deschutes River (Sheep) Bridge

Highway: Unit 6, Special Road District

County: Deschutes

Date: February 19 19

Authorization No.: 2

Survey Prefix: 209-1991 (Assigned by Salem office)

Description of termini, route, length, etc:

On Mountain Sheep Lane in Deschutes River Recreation Homesites, Unit 6

SOS 0902 (1)

Proposed:

Replace wooden timber piling bridge with a two-span, 120 ft. long concrete slab structure on new foundation.

Purpose of survey:

Prepare plans, specifications, and estimate of cost for a SOSR project.

See letter [illegible]

		Estimate of Cos
Field Survey	(901)	$2,000
Citizen Participation	(902)	
City or County	(903)	
Consultant	(904)	
Final Design	(905)	2,000
Bridge Design	(906)	4,000
Preliminary Design	(907)	
R/W Descriptions	(909)	
Soils & Geology	(910)	500
Traffic	(911)	50
Landscape	(912)	
Liaison	(913)	
Utility	(914)	200
Photogrammetry	(916)	
Location Studies	(918)	1,000
Engr. Graphics	(919)	
Office Engineer	(920)	50
Specifications	(921)	1,200
Environmental	(923)	100
Foundation Exploration	(926)	2,500
Seminars	(950)	
Hearings	(980)	
Equal Opportunity	(985)	
Advisory Committees	(986)	

Total estimated cost of survey	$13,650
Previous authorization	5,500
Additional authorization requested	8,150
Additional authorization approved (Salem)	
Total all authorizations approved (Salem)	

INSTRUCTIONS

Submit four copies to Salem. After appr[illegible] the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

RECEIVED
APR 4 1980
LOCATION SECTION

Requested by: Hagedorn

Recommended for Approval: Ralph Allen

Submitted:

Recommended for Approval: Frank E. Nerpin
Location Eng

Approved: E. J. Linter

9262

STATE OF OREGON

INTEROFFICE MEMO

BEND, OR 97701

DATE: February ~~19~~ 21, 1980

TO: D. E. Swan
Project Management

FROM: JRHagedorn
John R. Hagedorn
Region Federal Aid Engineer

SUBJECT:
Deschutes River (Sheep) Bridge
SOS-0902 (1)
Prefix 209-1991

To Terpin
2-22-80

Attached hereto is a revised Authority for Survey for the subject project.

When this project was conceived back in January, 1978, the idea was to utilize the existing piling and construct a new superstructure. Subsequent investigations have led to the realization that the piling is over 30 years old, not sound, and should not be used. Therefore, foundation exploration must be performed. This, plus the spiraling inflation over the past two years indicates a need for more P.E. money than what was originally requested.

The estimates of cost from the Region's standpoint are:

Field Survey	901	$2,000.
Utility	914	200.

Total estimate for P.E. is $10,080 (15% of contract amount estimate - from Ted Thompson)

The current estimate for the project is as follows:

Contract items	$67,200.
P.E. (15%)	10,080.
Const.Engr.& Cont.(20%)	13,440
Total	$90,720.

The Commissioners of Special Road District No. 6 are aware of the current estimate, realize that only $64,500. of Federal funds are available, and that their District must contribute some $26,220., according to the estimate.

Would you please forward the Authority for Survey to the Location Section.

2-21-80
Talk to John Hagedorn
He says they were about [illegible]
if funds needed [illegible]
in remaining [illegible]
[illegible] will
and do funding
[illegible] wait & see if District
to come up with money
wishes that additional
Survey authority be approved

JRH:pw
Enclosure

Contains Recycled Materials
81-125-1387

SP*75663-125

9262

U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.	S[illegible]-0902(1) (Safety)
STATE PROJECT NO.	See below
COUNTY NAME	Deschutes
PROGRAM STAGE (Check)	☐ 1. ☐ 2.
FROM:	G. L. Green, Division Administrator 1-29-80
PROGRAM NO.	
ITEM NO.	90007

TO:

Mr. H. S. Coulter
State Highway Engineer
Salem, Oregon

John Hagedorn

DATE PS&E APPROVED	~~1-29-80~~ FEB 15 1980
DATE AUTHORIZATION EFFECTIVE	FEB 15 1980 ~~1-29-80~~
FEDERAL ROUTE NUMBER	Non Federal-aid
STATE ROUTE NUMBER	Road District #6

GENERAL LOCATION:

Deschutes River (Sheep) Bridge SEction

GENERAL DESCRIPTION OF WORK:

One Structure

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY

PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION

☒ OTHER *(Specify)* See below

☐ ACQUISITION OF RIGHT-OF-WAY

CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's letter of 10-11-78 you are authorized to proceed
with actions necessary to advance the physical construction provided for by
the above project at a total estimated cost of $69,700 FEderal funds $59,780
in accordance with the provisions of your approved Secondary Road Plan. If you
subsequently find that exceptions to the procedure will be needed or that your
proposed design standards for the project are lower than the minimum design
standards as approved May 13, 1970, this office should be notified of such
proposed exceptions and reasons thereof.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
1-29-80		for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1979-721-912

9262

Form 734-1191 (Rev. 5/77)

OREGON STATE HIGHWAY DIVISION

REQUEST FOR OUTSIDE BILLING

(OR ADVICE OF CASH TRANSACTION)

DATE	BILLING REQ. NO.	YOUR ORDER NO.	CREDIT DISTRIBUTION
8/9/79	CC 1992		PE 209-1991

BILL TO: Code:

Deschutes Co. Special Road District No. 6
16245 Mountain Sheep Lane
Bend, Oregon 97701
Attn: Mr. W. E. Porter

DESCRIPTION: (Describe the service rendered, location, etc. Refer to agreements, letters and orders by which payer authorized the service.)	QUANTITY	UNIT PRICE	TOTAL PRICE
Deschutes River (Sheep) Bridge SOS-0902(1) The road district has requested the project be withdrawn and that their advance deposit for PE be refunded. AD 538	REFUND SP.	RD. DIST. #6	$200.00

Advance Deposit Amount	$790.00
Advance Deposit Previously Transferred to Highway Fund	$- - -
Balance	$790.00
Transfer to Highway Fund	$590.00
Refund Due	$200.00

REFUND DUE DISTRICT $200.00

Partial or final request for billing Final

Number of the previous request in connection with this service. cc 1939

Submitted by: Harold Reynoldson
Harold Reynoldson

Approved:
D. E. Swan

SP*35736-734

```
SOLAR & STELLAR DR IMPRVT     CONT NO     % FA PROJ NOS SOS 900002 100                                  00      STATE
                                   209   1982     296      00 N 9                      3,234.33CR    4,304.33CR
                                   209   1982     297      00 N 9                                    1,070.00
                                   209   1982     298      00 N 9                      3,234.33      3,234.33
                                   209   1982     901      00 P 1                         88.40      1,989.13
                                   209   1982     905      00 P 1                      1,135.34      1,236.54
                                   209   1982     910      00 P 1                                        6.47
                                   209   1982     920      00 P 1                         48.90         48.90
                                   209   1982     921      00 P 1                        461.08        461.08
                                   209   1982     922      00 P 1                         27.49         27.49
                                                  TOT      P1                          1,761.21      3,769.61
                                              ** JOB TOTALS **             **          1,761.21  **  3,769.61  **

DESH R.JER (SHEEP) BRIDGE     CONT NO       FA PROJ NOS SOS 902001 100                                          STATE
                                   209   1991     296      00 N 9                        590.00CR      590.00CR
                                   209   1991     299      00 N 9                        590.00        590.00
                                   209   1991     901      00 P 1 Resident   67.41 Eng   141.58        141.58
                                   209   1991     906      00 P 1 Bridge Design            5.61          5.61
                                   209   1991     911      00 P 1 Signing                 53.60         53.60
                                                  TOT      P1            67.41           200.79        200.79
                                              ** JOB TOTALS **           67.41  **       200.79  **    200.79  **

GAZLEY DR GAZLEY COUNTY RD    CONT NO     % FA PROJ NOS OS  000001 100                                  00      STATE
                                   210   1952     296      00 N 9                                   19,479.41CR
                                   210   1952     297      00 N 9                                    3,730.00
```

4-79

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TOTAL TO DATE JOB COST SUMMARY                                                  APRIL 1979       PAGE  626
                                                                                  FISCAL         GRAND TOTAL
DESCRIPTION OF JOB OR DEPARTMENT      PREFIX       FUNCTION   GR  CURRENT MONTH  YEAR TO DATE      TO DATE
                                   210   1952     298      00 N 9                                  15,749.41
                                   210   1952     904      00 P 1                                  18,420.66
                                   210   1952     905      00 P 1                                      69.44
                                   210   1952     506      00 P 1                                   1,076.11
                                   210   1952     920      00 P 1                                      26.00
                                   210   1952     921      00 P 1                                     501.99
                                   210   1952     923      00 P 1                                      48.28
                                                  TOT      P1                                      20,142.48
                                              ** JOB TOTALS **         **              **          20,142.48  **

SPARKING & RIDDLE BYPASS RD   CONT NO       FA PROJ NOS RRO 005018 100          0                      00      STATE
                                   210   1971     296      00 N 9                         77.83CR     129.23CR
                                   210   1971     298      00 N 9                         77.83       129.23
                                   210   1971     901      00 P 1                                      86.48
                                   210   1971     905      00 P 1                                      57.11
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9262

9262

ROBERT W. STRAUB
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
Region 4
P.O. BOX 1249, BEND, OREGON 97701 PHONE 382-1911

April 3, 1979

Re: SOSR Project
Deschutes River (Sheep)Bridge

Mr. Wade Chapman, Commissioner
Deschutes County Special Road Dist. No. 6
Deschutes River Recreation Homesites
La Pine, OR 97739

Dear Wade:

Word has been received from the FHWA stating that the SOSR funds are exhausted. This will affect the above named project to a great degree.

At the present time there is no indication that Congress will authorize additional funds. There are various factions urging them to do so. At this point it is a wait-and-see and hope situation.

You may want to go ahead with the programmed P.E. in order to be ready if and when Federal funds are made available; or you might consider the rather limited Special Bridge Replacement Program. This program requires a local match of 20 percent.

Please phone me so that I may more fully explain the situation to you.

Yours very truly,

JR Hagedorn
J. R. Hagedorn
Region Federal Aid Engineer

JRH:pw
cc: Dale Allen
G. Wimer ✓
N. Krehbiel
W. Robertson

-9262 L.

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
The Equitable Center, Suite 100
530 Center NE. - Salem OR 97301

DATE: January 17, 1979

In reply refer to: HBR-OR

SUBJECT: Oregon Project SOS-0900(3)
Deschutes River (Sheep) Bridge

FROM : G. L. Green, Division Administrator

TO : Mr. E. S. Hunter, Manager
Office of Technical Services
Oregon Department of Transportation
Salem, Oregon

We received Mr. Hart's letter of January 12, 1979 requesting Federal participation in the rehabilitation of the Deschutes River (Sheep) Bridge in Special Road District 6. We certainly encourage reconstruction of this structure. Our Area Engineer has made a cursory review of the job site and confirmed the existing structural deficiency and indicated additional questions that need clarification before the substructure is considered adequate for a new superstructure. The piling, as you mentioned, do appear adequate; however, the caps are very small and need to be verified for size. It is our opinion that the west abutment might be in danger of failure and probably needs reconstruction. All of these items should be reviewed before a decision is made as to what type (and width) of structure is selected. If some substructure work is necessary it would seem appropriate at that time to again consider whether a little wider bridge might be acceptable. Foundation work would probably be very inexpensive at that time.

Since this is a very desirable recreational area and many mobile homes have a width of up to 14 ft., wouldn't it be desirable to construct a structure with a width greater than 12 ft. to allow access across the bridge? In any event, please verify the above structural conditions and let us know the results.

G. L. Green

cc:
ODOT (W J Hart)

NOTED
E. S. HUNTER

RECEIVED
TECHNICAL SERVICES

JAN 18 '79

REFER TO

FOR

Info	Invest	R/D	D/R	Sign	Act	File

9262

Department of Transportation
TRANSPORTATION BUILDING, SALEM, OREGON 97310

January 12, 1979

Mr. Glen Green
Division Administrator
Federal Highway Administration
P. O. Box 300
Salem, OR 97308

Attention Mr. Herb Schell

Deschutes R.(Sheep)Br.
Special Road District 6
Deschutes R. Home Sites
Deschutes County
SOS-0900(3)

Special Road District 6 request for a roadway width of 12 feet on the subject structure was discussed with you. It was your opinion that the roadway width on the structure would have to be at least 16 feet in order to be eligible for federal funds.

We are asking you to reconsider the request after reviewing the following items which you may not have known when you gave your first opinion.

1. The width requested is the same as the approach roadway and two feet wider than the existing structure.

2. The posted speed is 10 MPH.

3. It is on a one-lane, one-way recreational road.

4. The existing substructure is estimated, by Cook Engineering of Bend, to be adequate for only a 12-foot roadway.

5. Structure is for a Special Road District with limited available funds:

FHWA	$64,500
Rd. Dist.	10,500

Total Available = $75,000

If a structure wider than 12 feet is required, it would mean additional substructure, as well as superstructure and the District will not have enough funds to do the job.

Considering the above items we are requesting federal participation for the project.

ORIGINAL SIGNED
WALTER J. HART

Walter J. Hart
Structural Design Engineer

cc Dale Allen - Region 4 Eng.
City & County

PROJECT [illegible]
OCE
FAE
JAN 1 [illegible] 79
FILE
Reynoldson

9262

Form 734-1191 (Rev. 5/77)

OREGON STATE HIGHWAY DIVISION

REQUEST FOR OUTSIDE BILLING

(OR ADVICE OF CASH TRANSACTION)

DATE	BILLING REQ. NO.	YOUR ORDER NO.	CREDIT DISTRIBUTION
12-4-78	CC 1939		PE 209-1991

BILL TO: Code:

Special Rd. Dist. #6-Deschutes Co.
16245 Mountain Sheep Lane
Bend, Oregon 97701
Attn: Mr. W.E. Porter

DESCRIPTION: (Describe the service rendered, location, etc. Refer to agreements, letters and orders by which payer authorized the service.)	QUANTITY	UNIT PRICE	TOTAL PRICE
Partial transfer of the advance deposit for the PE for the Deschutes River (Sheep) Br. in River Homesites-Special Road Dist. #6. SOS-0902(1) AD538			

Advance Deposit Amount	$ 790.00
Advance Deposit Previously Transferred to Highway Fund	$ --
Balance	$ 790.00
Transfer to Highway Fund	$ 590.00
Refund Due	$

Partial or final request for billing

Number of the previous request in connection with this service.

Amount Due . . . . . $

Submitted by:
Harold Reynoldson
Harold Reynoldson

Approved:
Gerald W. Wimer

SP*35736-734

9262

November 16, 1978

Mr. W. E. Porter
Road Commissioner
16245 Mountain Sheep Lane
Bend, Oregon 97701

Attn: Mr. Porter

Gentlemen:

We have submitted a program to the Federal Highway Administration for approval of the preliminary engineering phase of the Deschutes River (Sheep) Bridge River Homesites SOS-0902(1).

Financial sharing of the preliminary engineering is:

Total P.E.	$5,500.00
Federal Funds	4,710.00
Balance	$ 790.00
Local Share:	
$790.00	

Rec'd
11/27/78
Called
Region

Please make your check in the amount of $790.00 payable to the Oregon State Highway Division and send it to Highway Accounting, Room 434, Transportation Building, Salem, Oregon 97310.

Very truly yours,

Gerald Wimer

Gerald W. Wimer
Local Government Manager

Called for John Hagedorn
check on 12' width
FHWA was objecting
wants 16', is 12-14' in
Hagedorn letter
pavement or shoulder
width

HR:dmc

bc w/AD#538: Vern Skoog-Please return completed AD#538 when check is received.
Region 4 Federal Aid Engineer John Hagedorn

Form E-30 (Rev. 9-71)

9262

OREGON STATE HIGHWAY DIVISION

AUTHORITY FOR SURVEY

Section Deschutes River (Sheep) Bridge

Highway Unit 6, Special Road District SOS

County Deschutes

Date Nov. 9, 1978, 19

Authorization No. 1

Survey Prefix 209-1492 (Assigned by Salem office)

Description of termini, route, length, etc.: Deschutes River Recreation Homesites, Unit 6

Purpose of survey: Reconstruct existing structure

Estimate of cost: Bridge Design (ONLY) 906 3,500

Total estimated cost of survey	$ 3,500
Previous authorization	
Additional authorization requested	
Additional authorization approved (Salem)	
Total all authorizations approved (Salem)	

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

Requests made by:

P.L. Carstensen
Costs & Records Spec. Field Engineer

Recommended for Approval:

Regional Engineer

Recommended for Approval:

Frank E. Pespin
Location Engineer

Approved:

Tech. Serv. Engr. ~~Assistant State Highway Engineer~~ XXXXXXXXXXXXXX

SP*23604-734

MC 14

A N

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

9262

FEDERAL AID PROJECT NO. SOS-0902(1)

STATE PROJECT NO. See below

COUNTY NAME Deschutes

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

FROM:
G. L. Green, Division Administrator
Salem, Oregon
10-31-78

PROGRAM NO.

ITEM NO. 90007

TO:

Mr. F. B. Klaboe
Asst. Director for Operations, ODOT
State of Oregon
Salem, Oregon

Copies to
Gifford
Cortensen
Grant
Region 4
H. Reynoldson

DATE PS & E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER
	10-31-78	Non Federal aid
		STATE ROUTE NUMBER Road Dist. #6

GENERAL LOCATION:

Deschutes River (Sheep) Bridge Section

GENERAL DESCRIPTION OF WORK:

Preliminary Engineering

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRLIMINARY ENGINEERING FOR SURVEY AND PLAN
☒ PREPARATION including archeological salvage and
☐ OTHER (Specify) Utility preparatory work TEC NTE $5,500 - FF $4,710

☐ ACQUISITION OF RIGHT-OF-WAY
CONTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

Upon completion of the final design to determine width of the bridge, construction will be authorized as requested in Mr. Swan's letter of 10-11-78.

HD 538

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
10-31-78	G. K H	for Division Administrator

FORM PR-1240 (REV. 8-70)

EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE. 1976--626-787

9262

ROBERT W STRAUB
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

October 11, 1978

TO: G. L. Green, Division Administrator
Federal Highway Administration

FROM: D. E. Swan
Federal Aid Manager

SUBJECT: Project Data Submission
Item No. 90007
Project No. SOS-0902(1)
Deschutes River (Sheep) Bridge Section
Deschutes County

Enclosed is data for the subject project.

This project has been originated by local officials and concurred in by the Oregon Transportation Commission and the State Highway Division.

We request the following:

1) Authorization to proceed with all phases of preliminary engineering, including utility preparatory work and archeological salvage at an estimated total cost of $5,500 with an obligation of $4,710 in federal funds.
2) Authorization for construction at an estimated total cost of $69,700 with an obligation of $59,780 in federal funds.

DRH:pf
Attachments

cc: Dale Allen (Region 4)
H. Reynoldson

Budget Bureau No. 41-R2067

U.S.

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O.

FORM PR-1 (REV. 4-61)

10-11-78

FEDERAL - AID PROGRAM DATA

(PPM 21-1)

CARD 2	REPORT NUMBER	PROJECT LOCATION (45 typewriter spaces) Pub. Rd., 7.9 mi N. of LaPine	**ADT**	PRESENT 120 DHV 25	FUTURE 200	YEAR 98	REGION 10	STATE NAME Oregon

CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) P.E., Structure	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S) SOS-	NUMBER 0902

CARD	CLASS OF FEDERAL FUNDS Safer Off-System Roads	COUNTY NAME Deschutes			CO 01
	NAME OF URBAN AREA - - - -	ROUTE NO. N	FEDERAL-AID Non	STATE Pub. Rd.	U.S. - - -

CARD	LINE NO.	CHANGE CODE	PROJECT CODE	CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS (Rd. Dist. #6)
5					**PE**			0.03	5,500	4,710	- - -	790
5					**ROW**							
5					**CONST** (CODE) X001		"Deschutes River (Sheep) Bridge Section" "	0.03	69,700	59,780	- - -	9,920
CARD 1	CODE 1	PREPARED BY DRH					PROJECT TOTALS	0.03	75,200	64,490	- - -	10,710

PROGRAM APPROVAL DATES

REMARKS

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

FORM PR-1
(REV. 4-61)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

10-11-78

T LOCATION (45 typewriter spaces)	ADT	PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
Rd., 7.9 mi N. of LaPine		120 DHV 25	200	98	10	Oregon	41	680	90007

RK (35 typewriter	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	I. Projects Only POST MI.	DESIG.
e		▨	▨	▨	▨			SOS-	0902	(1)		

fer Off-System Roads

- - -

COUNTY NAME: Deschutes CODE: 017

ROUTE NO.: N — FEDERAL-AID: Non — STATE: Pub. Rd. — U.S.: - - -

PROGRAM STAGE ☐ 1 OR ☐ 2

ESTIMATED PROJECT COST BY PHASES

RK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS (Rd. Dist. #6)	CHARACTER OF PROPOSED WORK (Full description)
		"Deschutes River (Sheep) Bridge Section"	0.03	5,500	4,710	- - -	790	Util. Adj. as req. & Archeological Salvage
W								
NST E) 01			0.03	69,700	59,780	- - -	9,920	ROW - 30' min; Access Control-none; Parking Restrictions-none.
DRH		PROJECT TOTALS	0.03	75,200	64,490	- - -	10,710	

AL DATES

REMARKS

-OVER-

USCOMM DUSCOMM-DC 48908-P61

DESCHUTES RIVER (SHEEP) BRIDGE SECTION
PROJECT NO. SOS-0902(1)

Existing Facility:

Roadway -- 14-ft. graveled surfaced one way road.
Structure -- Timber pile structure approximately 120 feet in length and 10 feet wide.

Adjacent Sections:

Same as Existing Roadway.

Project Data: Work under this project consists of the following:

1) Preliminary engineering all phases including utility preparatory work and archeological salvage.

2) Reconstruct wooden bridge on existing piling approximately 120 foot in length and 12 feet wide, necessary road approaches, adjustment of utilities as required and incidental work common to this type of project.

System Action, Airports, Railroads, Water Developments, Historical and Recreational Areas:

None involved.

FHPM 4-1-4 Requirements:

Exempt from A-95 review under working agreements.

FHPM 7-7-2 Requirements:

Nonmajor action project concurred in by FHWA on July 28, 1978.

FHPM 7-7-5 Requirements:

a) Public Hearings -- not required under Orego

b) Location/Design -- not a factor in the deve
project.

Accommodation of Utilities:

State-District agreement executed September 2
with Secondary Road Plan.

Maintenance:

State-District agreement executed September 2
Section 116, Title 23, U.S.C.

NOTE:

1) This project is in Congressional District

2) Included in the FY'78 annual program und
Off-System Roads.

BRIDGE SECTION

raveled surfaced one way road.
pile structure approximately 120 feet
ngth and 10 feet wide.

dway.

er this project consists of the following:

eering all phases including utility
and archeological salvage.

n bridge on existing piling approximately
n and 12 feet wide, necessary road
tment of utilities as required and
mmon to this type of project.

, Railroads, Water Developments, Historical

:

iew under working agreements.

:

ect concurred in by FHWA on July

FHPM 7-7-5 Requirements:

a) Public Hearings -- not required under Oregon Action Plan.

b) Location/Design -- not a factor in the development of this project.

Accommodation of Utilities:

State-District agreement executed September 25, 1978 in compliance with Secondary Road Plan.

Maintenance:

State-District agreement executed September 25, 1978 complies with Section 116, Title 23, U.S.C.

NOTE:

1) This project is in Congressional District No. 2.

2) Included in the FY'78 annual program under Statewide Safer Off-System Roads.

9262

2.

September 26, 1978

Unit 6, Special Road District
Deschutes County
Courthouse
Bend, OR 97701

MISC. CONTRACTS and
AGREEMENTS No. 6722

Gentlemen:

Attached for your records is a fully executed copy of an agreement concerning improvement of the Deschutes River (Sheep) Bridge in Deschutes County.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Very truly yours,

C. W. Head
COMMISSION SERVICES

dda
Attachment

bc Don Harwell (Agreement attached)

9262

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE: PRO 6

Bend, Oregon, 97701
August 9, 1978

FROM: J. R. Hagedorn
Region Federal Aid Engineer

TO: Gerald Wimer
Project Management

SUBJECT: Deschutes River (Sheep) Bridge
Deschutes River Homesites 2009
Unit 6, Special Road District
Deschutes County

The Commissioners of Special Road District No. 6 have decided to ask the State to do the preliminary engineering, let the contract, and supervise the construction of the above named bridge. They have stated so in writing; a copy of their letter is attached.

I am also attaching copies of the project application and assessment, both of which have been amended.

Please note that on the project application under V Structure Data (page 3) the phrases relating to "complicating conditions" have been lined out. The Commissioners feel that they can use an alternate access to their properties, thereby eliminating the necessity of stage construction and increasing the possibilities of lower bids on construction.

On page one of the assessment, please note the changes to the width of the approaches and bridge deck. I have no explanation as to why the discrepancy.

The Commissioners have initialled the aforementioned changes. If this is not proper, let me know and I will have them revise and resubmit the documents.

Also attached is the Authority for Survey.

JRH:pw
Enclosures

Reynoldson
Range – Check out widths

checked with John Hagedorn 8/21/78. He says 12' approach width is correct.

9262

U[illegible] #6 SPECIAL ROAD DISTRICT
16245 Mountain Goat Lane
Bend, Oregon 97701

August 8, 1978

Mr. John Hagedorn
Oregon State Highway Division
Box 1249
Bend, Or. 97701

Dear Mr. Hagedorn,

We, the Commissioners of Unit #6 Special Road District, would prefer that the State of Oregon do the preliminary engineering, let the contract, and supervise the construction of the Deschutes River bridge being replaced in Deschutes River Recreation Homesites Unit #6.

Respectfully,

Wade Chapman
Wade Chapman, President

Paul Whitten
Paul Whitten, Secretary

W E Porter
W.E. Porter, Treasurer

Form E-39 (Rev. [illegible]) 9262

OREGON STATE HIGHWAY DIVISION

AUTHORITY FOR SURVEY

Section Deschutes River (Sheep) Bridge

Highway Unit 6, Special Road District

County Deschutes

Date August 7 1978

Authorization No. 1

Survey Prefix 209-1991 (Assigned by Salem office)

Description of termini, route, length, etc.:

Deschutes River (Sheep) Bridge (120' long) located in the Deschutes River Recr3ation Homesites, Unit 6.

Proposed:

Reconstruct wooden timber piling bridge. Existing piling to remain in place. Match existing approaches. Existing 10' wide, final width - 12'

Purpose of survey:

Prepare plans, specifications and estimate of cost.

505-0902 (1)
10-31-78

		Estimate of Cost
Field Survey	(901)	1,000.
Citizen Participation	(902)	
City or County	(903)	
Consultant	(904)	
Final Design	(905)	1,000.
Bridge Design	(906)	3,300.
Preliminary Design	(907)	
R/W Descriptions	(909)	
Soils and Geology	(910)	
Traffic	(911)	
Landscape	(912)	
Liaison	(913)	
Utility	(914)	
Photogrammetry	(916)	
Location Studies	(918)	
Engr. Graphics	(919)	
Office Engineer	(920)	
Specifications	(921)	200.
Environmental	(923)	
Foundation Exploration	(926)	
Seminars	(950)	
Hearings	(980)	
Equal Opportunity	(985)	
Advisory Committees	(986)	

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

Total estimated cost of survey . . . . . . $ 5,500

Previous authorization . . . . N

Additional authorization requested . . . .

Additional authorization approved (Salem) .

Total all authorizations approved (Salem) . .

Requests made by: J K Hagedorn
Field Engineer

Recommended for Approval:
Regional Engineer

Recommended for Approval: Frank E. Pepin
Location Engineer

Approved:
~~Assistant State Highway Engineer~~ Tech. Serv. Mgr. xxxxxxxxxxxxxxxx

SP*23604-734

Ap

UNIT 6 SPECIAL ROAD DISTRICT
DESCHUTES COUNTY
Proposed SOS Project

Deschutes River Bridge
Deschutes River Homesites
Bridge Widening
$75,000

Rebuild an existing wooden bridge 120' long and widen it from 10' to 12'. The structure is located on a one-way recreational route and will carry one-way traffic. Construction of approaches will also be done.

Engineering to be done by consultant.

9262

Walt Hart, Struc. July 31, 1978

Gerald W. Wimer
Local Government Manager

Deschutes River (Sheep) Bridge
Special Road Dist. #6
Deschutes River Home Sites
Deschutes County
SOS-0900(3)
Off System Project

Special road district #6 has requested the replacement of one of their bridges. They have requested that the roadway on the bridge be 12' in width. We realize that this is an exception from the standards but please consider their request in the light of their letter of explanation and John Hagedorn's letter verifying the adjacent roadway width. A copy of each of these letters are attached.

Attachment

N m B

9262

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
The Equitable Center, Suite 100
530 Center NE. - Salem OR 97301

DATE: July 28, 1978

In reply refer to: HFO.4/5-OR

SUBJECT: Oregon Project SOS-0900(-) 0900(1)
Deschutes River Bridge
Deschutes River Homesites
Deschutes County

FROM : G. L. Green, Division Administrator

TO : Mr. Gary A. Potter, Manager, Environmental Section
Oregon Department of Transportation
Salem, Oregon

The subject project assessment submitted with Mr. Potter's July 19, 1978, letter has been reviewed.

We concur with your finding that the proposed project constitutes a non-major action.

P. V. Rice
G. L. Green
for

cc:
ODOT (Moehring, Mgr, Proj Mgmt)
OSHD (Reg 4, Env)

Environmental Section
August 10, 1978

cc: D. H. Moehring
J. B. Boyd (3)
L. E. George
W. J. Hart
C. T. Keasey
J. H. Versteen (4)
F. E. Terpin (3)
George Bell
Surfacing Design
Dale Allen
R. L. Lammert
Larry Asbury
R. J. Vancleave
Gerald Wimer
B. L. Gifford (2)

9262 S05-0900(-)

OREGON STATE HIGHWAY DIVISION
PROJECT ASSESSMENT

PART 1. GENERAL INFORMATION

A. Project Identification:

Date July 19, 1978

Section Deschutes River Bridge

Unit (if appl)

County Deschutes OS

City Unit 6 - Special Road District

Highway Deschutes Riv. Homesites 2009

State Hwy. No. Off System

Termini: M.P.(if appl)

Length 120 ft.

Region 4

Construction Estimate $75,000
Program Amount

B. Purpose of Project: Repair and widen existing timber structure and widen road approaches. A one-ton limit is presently in effect.

C. Origin & History of Project: This bridge serves approximately 500 land parcels in a rapidly developing rural-residential area. Deschutes County bridge inspectors have found the structure sub-standard and in need of replacement.

D. General Description of Project: The proposed project includes: (1) Widening existing ~~20~~ 12 foot wide approaches and bridge deck to ~~24~~ 12 feet. (2) Repair timber structure, (3) Grade road approaches as necessary.

P.W.
W.C.

Alignment: New ______ Existing XX ______ Combined ______

Typical Section: Existing: No. Lanes 2 ; Med. ____ ; Shldrs. 2 ; Parking No

Proposed: No. Lanes 2 ; Med. ____ ; Shldrs. 2 ; Parking No

Traffic: Existing Facility: Existing ADT ______ ; Projected ADT ______ ; Yr. ______

Existing Level of Service ______

Proposed Facility: Projected ADT ______ ; Yr. ______

Projected Level of Service ______

Right of Way: Additional anticipated No ; if yes, give approx. No. Parcels N.A.
Yes, No

Acres N.A. ; Type of Relocation Req. N.A. ; No.

Materials Source, Borrow, Waste Disposal Requirements, if any: Local roads are constructed with "cinders" (i.e., scoria). This same material will be used to widen and repair bridge approaches. Commercial and State-contolled sources are located nearby.

Type of Structure(s): Timber Bridge.

Brief Description of River or Stream and Type of Involvement, if any: The Sheep bridge spans the Deschutes River Bridge widening and repair may require a a 404 permit.

Local City, County or COG priorities of project: High County priority.

FHWA and/or OSHD approvals given, if any: Approvals are pending.

Location or Design Alternatives (identify and describe): No alternatives have been identified. Project is limited in scope.

Other Descriptive Information or Comments: Department of Fish and Game recommends a mid-summer construction date. No construction should take place in late fall as that is when brown trout spawn. Stream banks are highly erodable and must be protected. Construction plans will be coordinated with Department of Fish and Game.

(Attach project sketch map.)

PART II. ENVIRONMENTAL ASSESSMENT

A. Brief Environmental Setting of Project Area:

1. Natural: The Deschutes River recreation homesites are located west of La Pine at an elevation of 4300 feet. Terrain slopes gently eastward. Several cinder cones west of the project area rise 500 feet or more above the general terrain. Much of the surrounding land is covered with thick stands of lodgepole pine or young ponderosa pine. The Deschutes River rises in the Cascade range about 20 miles southwest. It is a meandering stream with brushy, erodable banks. The river is best known for native brown trout. Other fish species include bull-head catfish, whitefish, and rainbow trout. No anadromous fish are in the Deschutes.

   The area's environmental quality is high. Climate and an abundance of fish and wildlife attract tourists and year 'round residents. The proposed project would not adversely affect the physical environment.

2. Cultural: Deschutes County is rapidly developing. The recreation-oriented community is one of several in the area. Although the bridge provides the only ready access to the recreation properties, access might also be gained through nearby La Pine State Park. This access is normally blocked, however, by a locked gate.

B. Preliminary Assessment of Environmental Impacts:

1. Consequences and Significance of Right-of-Way Acquisition:

   No additional right-of-way is required.

2. Estimated Impact on Traffic Patterns:

   None.

   Consequences--Air Quality, Noise, Safety, etc.:

   Safety would be enhanced. Present load limit is one ton.

3. Estimated Impact on Land Use:

   No significant impacts.

   Consequences:

   N.A.

4. Expected Impact on Natural Ecological Resources:

   No significant impacts if guidelines established by the State Department of Fish and Game are followed. There are no wetlands involved.

   Consequences:

   Dependent on time and manner of construction.

5. Expected Impact on Cultural and Scenic Resources:

   No impacts anticipated.

   Consequences:

   None.

6. Preliminary Identification of Areas of Critical Concern:

Protection of native brown trout during spawning season. Department of Fish and Game foresees no problem so long as guidelines are followed.

7. Potential for Controversial Issues:

None.

8. Potential for Consistency of Proposal With:

a. Clean Air Implementation Plans

b. Noise Standards

A noise study report is required.

c. Water Quality Standards

d. Area Land Use and Transportation Plans, and Zoning

The proposed project is consistent with land-use plans and environmental standards.

C. Recommended Type of Action and Documentation:

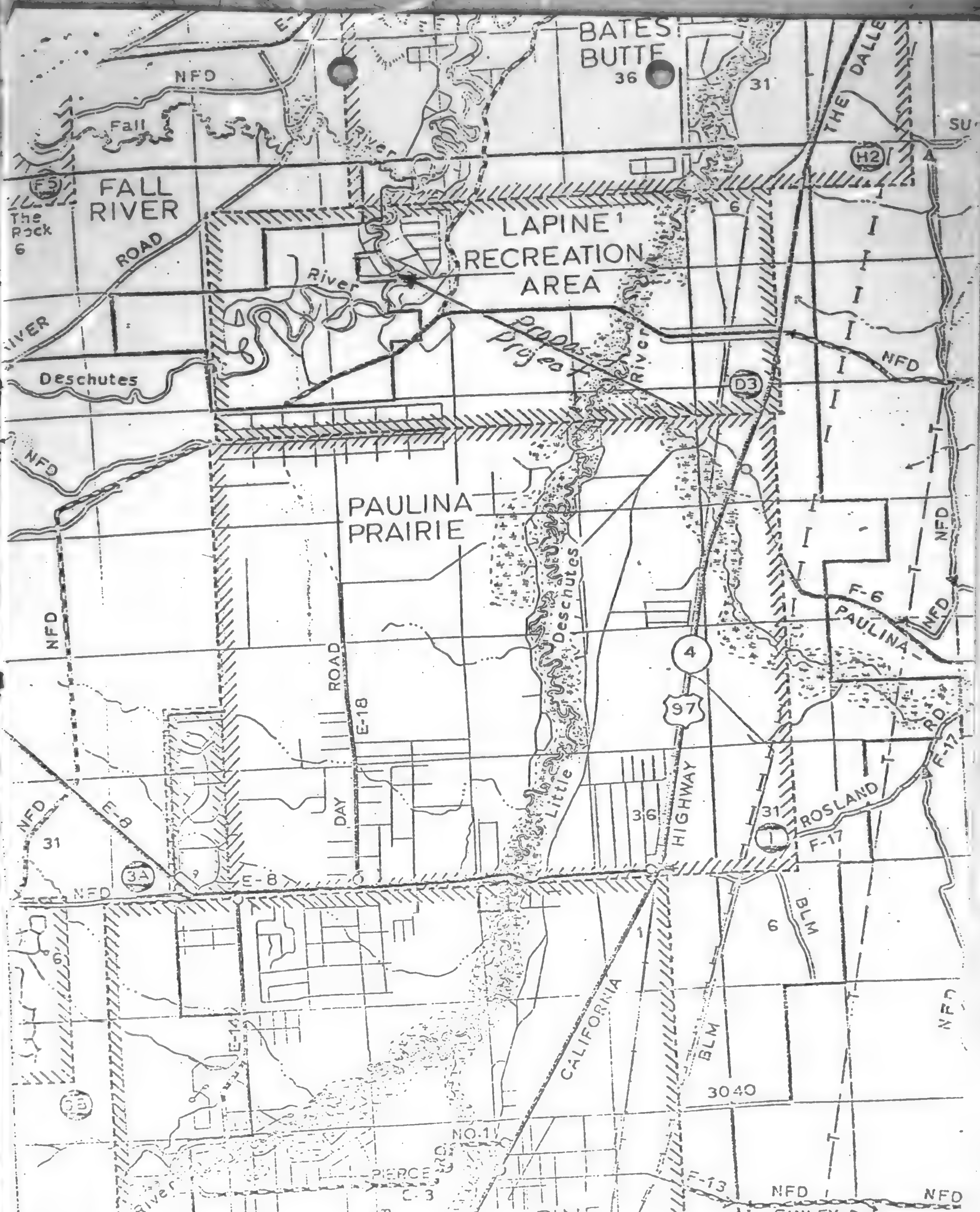
-------------MAJOR ACTION----------------- ----NON-MAJOR ACTION-----

SIGNIFICANT:	NON-SIGNIFICANT:	
____ D & FEIS	____ D & F Neg.Dec.	XX ASSESSMENT ONLY
____ Section 4(f)	____ Section 4(f)	____ STATEWIDE ASSESSMENT

Basis for Type of Action and Documentation:

The proposed project is non-controversial, limited in scope, and does not require additional right-of-way.

D. Recommended Project Category: ____ 1 ____ 2 XX 3 ____ 4


BATES BUTTE
36
31
THE DALLE
SU
NFD
Fall
River
F5
FALL RIVER
The Rock
6
ROAD
H2
LAPINE¹ RECREATION AREA
6
River
RIVER
Deschutes
Proposed Project
River
NFD
D3
NFD
PAULINA PRAIRIE
Deschutes
NFD
F-6
PAULINA
NFD
4
97
Deschutes
ROAD
E-18
DAY
Little
HIGHWAY
36
31
RD
F-17
ROSLAND
F-17
NFD
E-8
31
3A
E-8
NFD
6
1
6
BLM
NFD
E-14
CALIFORNIA
BLM
3040
3B
NO.1
RD
PIERCE
E-3
E-3
River
F-13
NFD
NFD
NO.2
LA PINE
FINLEY BUTTE
NFD

9262

Form 81-734-3000

OREGON STATE HIGHWAY DIVISION

AUTHORITY FOR SURVEY

Section Deschutes River (Sheep) Bridge

Date July 13, 1978

Highway Unit 6, Special Road District

Authorization No. 1

County Deschutes

Survey Prefix

(Assigned by Salem office)

Description of termini, route, length, etc.:

Deschutes River (Sheep) Bridge located in the Deschutes River Recreation Homesites, Unit 6.

Purpose of survey:

Monitor Consultant's work in preliminary engineering.

Estimate of cost:

To Carstensen
7/21/78

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

Total estimated cost of survey	$
Previous authorization	
Additional authorization requested	
Additional authorization approved (Salem)	
Total all authorizations approved (Salem)	

Requests made by:
J R Haydon
FED-AID ~~Field~~ Engineer

Recommended for Approval:
Robert
Regional Engineer

Recommended for Approval:
Location Engineer

Approved:
Assistant State Highway Engineer

SP°19760-734

9262

2.

bc: R.A. Burco
F.B. Klaboe
C.W. Head
E.S. Hunter
D.H. Moehring
R.N. Bothman
George Bell
V.E. Skoog
J.H. Versteeg
E.L. Hardt
C.O. Fredrickson
A. Shirley, Jr.
Dale Allen
D.N. Harwell

July 6, 1978

TO: OREGON TRANSPORTATION COMMISSION

FROM: H.S. Coulter
State Highway Engineer

SUBJECT: Proposed Safer OFF-SYSTEM Roads Projects

On the consent calendar for the July 18, 1978 meeting will be requests for approval of five SOS-R projects.

The City of Sutherlin has requested that their project be increased from $75,000 to approximately $350,000. This will extend the work on Umatilla Street, and will include some work on N.E. 4th Avenue. The City has the necessary additional funding.

Jefferson County is requesting a grading and paving project for $250,000 on the Madras/Prineville Highway-Grizzly Road Section on the Metolius-Grizzly Road. The project is approximately 3 miles long.

Polk County's request is for a paving and structure project on the Buell-Mill Creek Park Section on Mill Creek Road for $250,000. The project will be apprximately 3.3 miles long.

The project requested by Yamhill County is for a bridge over the N. Yamhill River on the Oak Ridge Road. The amount of approximately $143,600 has been set up for the project. This amount will be supplemented in the future up to $250,000 when funds become available.

Special Road District #6 in Deschutes County is requesting a bridge over the Deschutes River in Deschutes River Homesites in the LaPine Recreation area. The structure is estimated to cost $75,000.

The Federal funds required for these projects is estimated to be $682,600 and the matching funds by the local governmental enitles is $386,000.

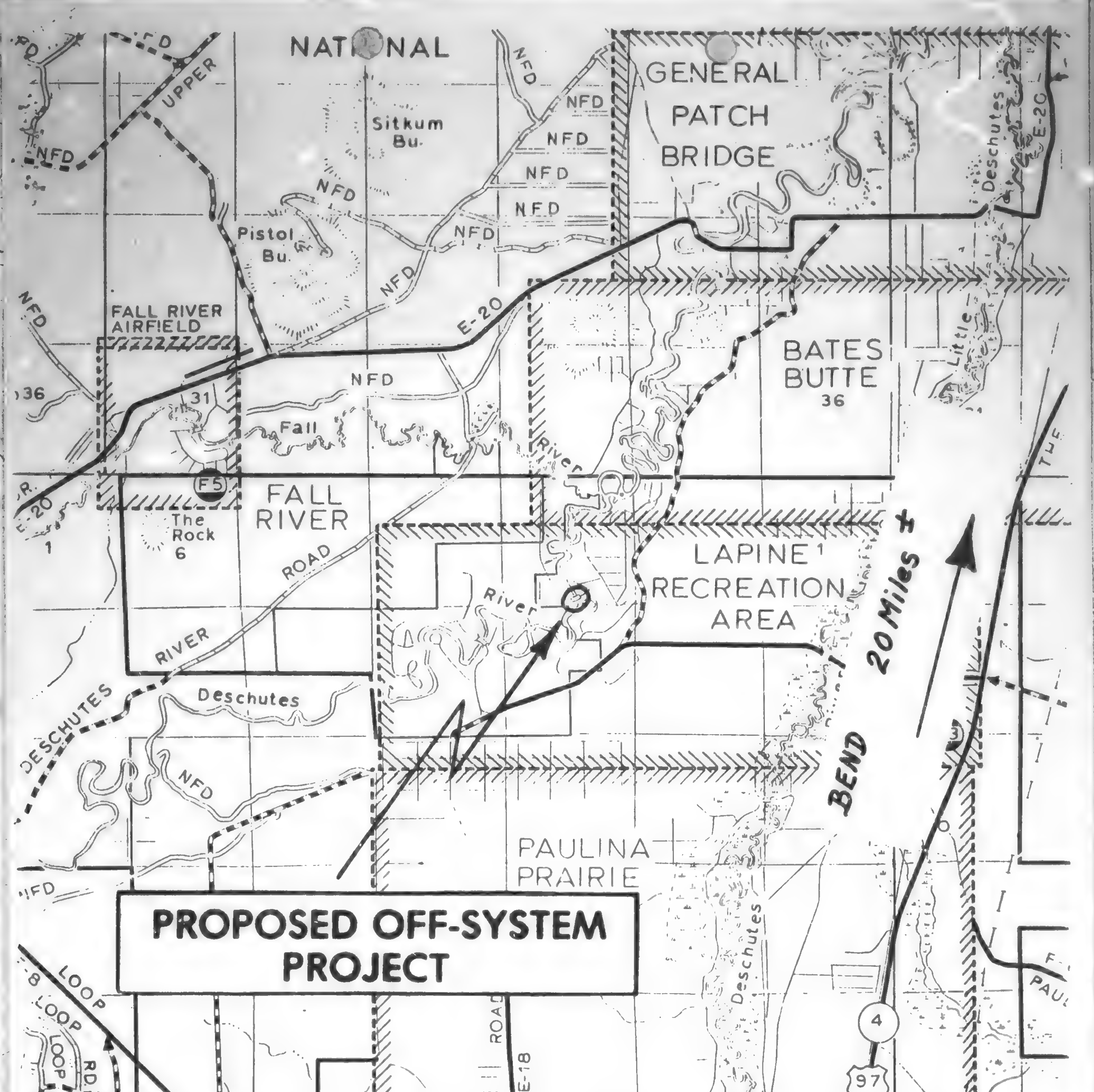
These projects have been investigated and are eligible for funding under the Safer Off-Systems Roads Program. I recommend your approval and request authorization to sign the project agreements for and on your behalf.

UNIT 6 SPECIAL ROAD DISTRICT
DESCHUTES COUNTY
Proposed SOS Project

Deschutes River Bridge
Deschutes River Homesites
Bridge Widening
$75,000

Rebuild an existing wooden bridge 120' long and widen it from 10' to 12'. The structure is located on a one-way recreational route and will carry one-way traffic. Construction of approaches will also be done.

Engineering to be done by consultant.



PROPOSED OFF-SYSTEM PROJECT

NATIONAL
GENERAL PATCH BRIDGE
Sitkum Bu.
Pistol Bu.
UPPER
NFD
FALL RIVER AIRFIELD
E-20
Deschutes
Little
BATES BUTTE
36
31
Fall
River
F5
FALL RIVER
The Rock
6
1
FALL RIVER ROAD
LAPINE RECREATION AREA
River
20 Miles ±
BEND
DESCHUTES RIVER
Deschutes
PAULINA PRAIRIE
LOOP
LOOP RD.
NFD
DAY ROAD
E-18
E-8
4
97
HIGHWAY
ROSLAND F-17
BLM
PAU
THE
ROAD

9262

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE: PRO 6

INTER-OFFICE CORRESPONDENCE

Bend, Oregon, 97701

June 9, 1978

L R Asburry

FROM: L. R. Asburry
Region Federal Aid Engineer

TO: Harold Reynoldson
Project Management

SUBJECT: SOSR Project
Unit 6, Special Road District
Deschutes County

Attached is a letter from Unit 6, Special Road District in Deschutes Court. The letter outlines the District's reasons for wanting the twelve-foot bridge.

LRA:pw
Enclosure

PROJECT MANAGEMENT
PME ☒ CCE ☐ ON ☐
LGE [✓ HH] FAE ☐ GPE ☐
JUN 12 1978

~~Reynoldson~~ ~~File:~~ PM FA
TAA ~~[illegible]~~ LG OP

I discussed w/Walt Hart 6-13-78
He says SOS up to locals but he would recommend wider for farm equip. Agreed we'd send up for his review & forwarding to Feds. Please draft letter for my signature. Give him copy of all we have. Make clear this is "Likely federal project"

UNIT #6 SPECIAL ROAD DISTRICT
16245 Mountain Sheep Lane
Bend, Oregon 97701

June 8, 1978

Mr. Larry Asburry
Regional Federal Aid Engineer
Highway Division Region #4
Department of Transportation
P.O. Box 1249
Bend, Or. 97701

Dear Mr. Asburry,

In response to your request as per our telephone conversation of June 5, 1978, the reasons we asked for a 12 foot bridge in our request for a federal grant are as follows:

The existing bridge is only 10 feet wide. However, as per Mr. George Cook of Cook Engineering of Bend, the present pilings would accommodate a 12 foot width. These pilings have been inspected by Mr. Cook and also by Mr. Jon Oshel, a civil engineer from the Deschutes County Road Maintenance Department, and found to be structurally sound. Based on these facts, we, the Special Road District #6, decided to utilize the existing pilings and rebuild the bridge decking and railing to a 12 foot width. We feel this would serve the area for many years, and would accommodate any maintenance equipment we might use. This plan would result in us using fewer federal funds, which would keep our cost down.

We have no objections to a wider bridge, and the present 60 foot road right of way in our district would accept a wider bridge; but since the costs would be much higher, we decided a 12 foot width would be sufficient and would keep costs to a minimum.

Sincerely,

W E Porter
W.E. Porter, Commissioner

Paul Whitten
Paul Whitten, Commissioner

ROE RE RCE FAE
RTE RECEIVED GEO
RUE JUN 9 1978 RDE
RSO REGION 4 RBE
ASSIGNED____________

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Bend, Oregon, 97701
February 13, 1978

FILE: PRE LOC

L R Asburry

FROM:
L. R. Asburry
Regional Federal Aid Engineer

TO:
Gerald Wimer
Project Management

SUBJECT: SOSR Project Request
Unit 6, Special Road District
Deschutes County

Attached is an application from the Unit 6, Special Road District of Deschutes County. The District is applying for SOSR Funds to repair and widen an existing timber structure over the Deschutes River in the Deschutes River Recreation Homesites, Unit 6.

Deschutes County has inspected the existing structure and found it inadequate. A load limit of one ton has been imposed.

The Road District previously engaged a consultant, George Cook Engineering, Inc., to prepare plans to do this work. This engineering work has been paid for previously by the District.

The Project Assessment was submitted directly to the Environmental Section.

LRA:pw
Enclosure

PROJECT MANAGEMENT
PME ☒ CCE ☐ OM ☐
LGE ☒ FAE ☐ OPE ☐
FEB 15 1978
File: PM FA LG OP
TAA Zehner

9262

FEDERAL AID PROJECT REQUEST

Rec'd.

Date January 3, 1978

Applicant Agency Unit 6, Special Road District, Deschutes County

Request for: Off-System X, FAS-C____, FAUS____ Project

Federal Aid Route No. Route Name

Project Name Deschutes River (Sheep) Bridge

Project Length 120 Ft. Project Location (Attach sketch map)

Project Description Rebuild and widen existing timber structure construct approaches to bridge.

Average Daily Traffic 120 Design Speed 10 MPH

Complete Applicable Sections:

I. ROADWAY DATA

1. Existing Roadway: (Attach sketch)

Width____ Travel Lanes____ Shoulders____

Medians____ Parking____

Sidewalks____

Remarks____

2. Desired Roadway Cross Section: (Attach sketch)

Width____ Travel Lanes____ Shoulders____

Medians____ Parking____

Curbed____ Length Curb Radii____

Sidewalk/Bikeway____

Remarks____

II. RIGHT-OF-WAY DATA

1. Existing Right-of-Way:

General Width 60 Minimum 30 Maximum 60

2. Has right-of-way been acquired for this project subsequent to January 2, 1971?
Yes X No____

3. Will additional right-of-way be needed? Yes____ No X
If answer is "yes," will cost of right-of-way be subject to Federal reimbursement? Yes____ No____
Remarks____

III. TRAFFIC CONTROL DATA

1. Existing Signalization and Location:

N/A

2. Proposed Signalization:

Location None

Type

Phases

Type of Suspension

Interconnected

Remarks

3. Permanent Signing:

Include in project or by applicant?

4. Permanent Striping:

Include in project or by applicant?

IV. ILLUMINATION DATA

1. Existing Illumination and Location:

2. Proposed Illumination:

Location

Type

Remarks

V. STRUCTURE DATA

1. Existing Structure:

Location Sec. 2, 3, and 10, T. 21S, R10E, WM, Deschutes County

Type Timber

Approach Roadway Width 20' Shoulder Width 0

Length 120 Width 10

To remain in place? Existing piling to remain in place

2. Proposed Structure:

Location Same as above

Approximate Size: Length 120' Width 12'

Are sidewalk/bikeways desired: No

Are any utilities to be attached to structure? Yes. Telephone Cable

Are provisions for illumination desired?

Are there any unusual or complicating conditions? Must be built in stages. Access to subdivision must remain open.

Remarks

VI. RAILROAD DATA

1. Are there any railroad crossings? Yes ______ No X

Name of Railroad

Existing Crossing Protection

2. Will existing railroad crossing be altered?

Remarks

VII. ACTION PLAN REQUIREMENTS

During project development for Category 1, 2, and 3 projects, the city or county shall perform and document responsibilities as found indexed in the Oregon Action Plan, particularly Citizen Involvement and Participation; Environmental Aspects; and Public Hearing Requirements.

The OSHD Region Engineer will provide assistance, liaison and monitoring for these activities.

Responsible local office and party to be contacted for the following activities:

1. Citizen Involvement	Road District Office
2. Environmental	Road District Office
3. Public Hearing	Road District Office

Remarks

VIII. GENERAL INFORMATION

1. Project preliminary engineering to be performed by:

Applicant ______ State ______ Consultant X

2. Project construction engineering to be performed by:

Applicant________ State________ Consultant X

3. Will applicant perform any work prior to or after award of contract?

Yes________ No X

If "yes," describe briefly:________

4. Applicant's estimate of cost for requested project:

Roadway Work	$ 10,000.
Right-of-way costs (if participating)	
Traffic control	
Illumination	
Structures	60,000.
Railroad	
Other________	
Preliminary engineering	
PROJECT TOTAL	$ 75,000.

Remarks________

THIS APPLICATION IS AN OFFICIAL REQUEST FROM: UNIT 6, SPECIAL ROAD DISTRICT

120-015

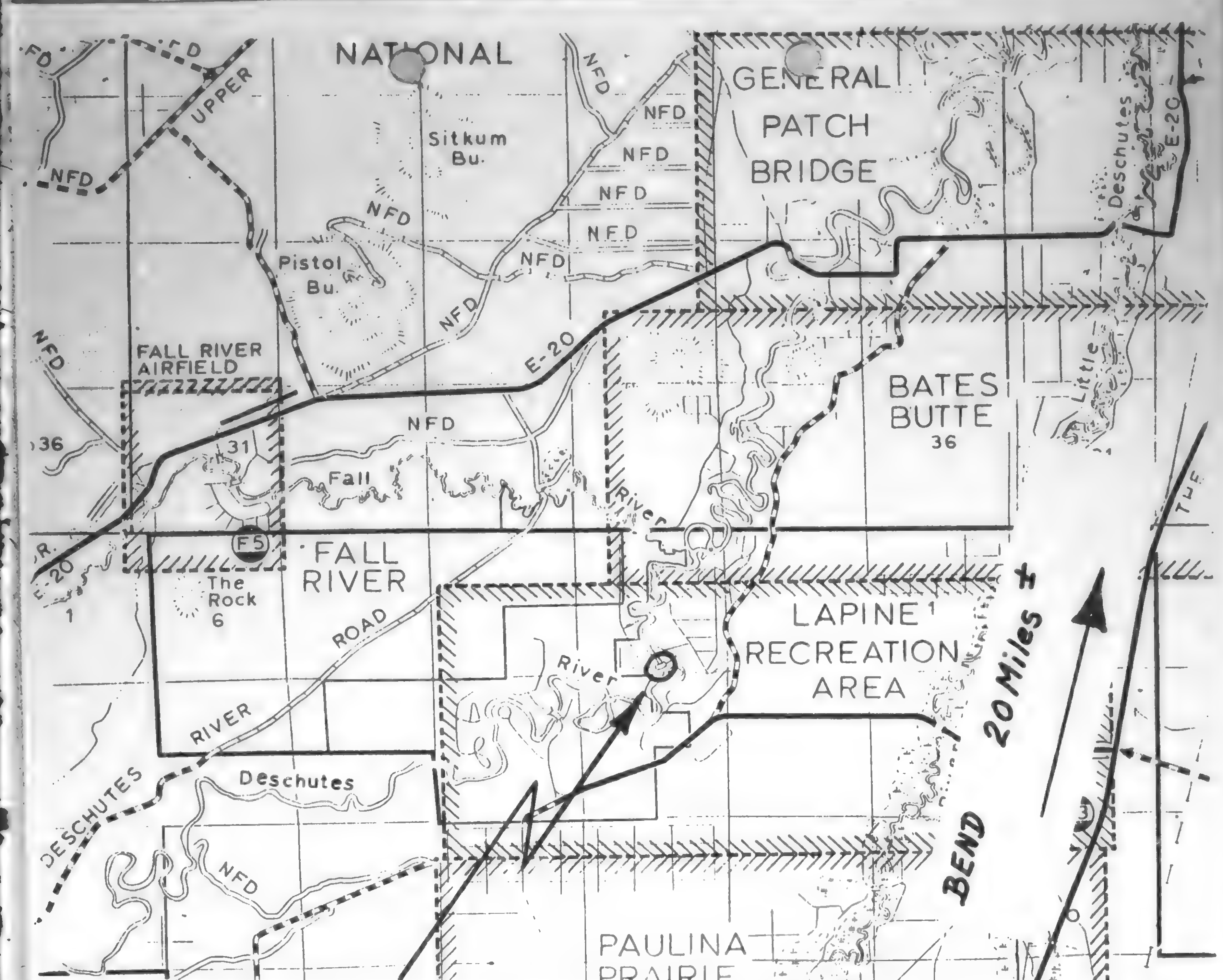
~~CITY OF~~ ________ and/or DESCHUTES ~~COUNTY~~

By________ By E. Wade Chapman

By________ By W E Porter

By Paul Whitten

(1976)



PROPOSED OFF-SYSTEM PROJECT

NATIONAL
GENERAL PATCH BRIDGE
UPPER
Sitkum Bu.
NFD
Pistol Bu.
FALL RIVER AIRFIELD
E-20
BATES BUTTE
36
Little Deschutes
31
Fall River
F5
FALL RIVER
The Rock
6
1
LAPINE RECREATION AREA
River
ROAD
RIVER
DESCHUTES
Deschutes
20 Miles ±
BEND
PAULINA PRAIRIE
LOOP
LOOP RD.
DAY ROAD
E-18
E-8
4
97
HIGHWAY
ROSLAND
F-17
BLM
PAUL

•1981 Oak St.-Ann St. (Ashland) 9263
•Sec. of Hersey St. in Ashland.
•(Grading and paving)

CHA 6289 1-8-80, 2-22-80

9263

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

OREGON DIVISION
The Equitable Center, Suite 100
530 Center Street N. E.
Salem, Oregon 97301

October 31, 1984
IN REPLY REFER TO

HRW-OR

Mr. H. S. Coulter
State Highway Engineer
Oregon State Highway Division
Salem, Oregon

Dear Mr. Coulter:

Oregon Project M-3920(4)
Oak Street - Mountain Avenue
Hershey Street - File #50782

In accordance with Mr. Rod Henry's letter of October 18, 1984 you are authorized to proceed with the employment of William Mansfield as Special Counsel for the procurement of the subject right-of-way file through condemnation, subject to the following:

1. That the agreement was procured in accordance with the provisions of OMB Circular A-102, Attachment O.

2. Federal funds are eligible to participate only in those costs which are clearly confined to the acquisition of the subject file.

3. This authorization is limited to a total maximum cost of $5,000 contingent upon modification of the project agreement if additional funds are required.

Sincerely yours,

John D Wick
for Dale E. Wilken
Division Administrator

cc:
OSHD (J. B. Boyd, R/W)
OSHD (Gary Potter, Prgrm Mgmt)

NOTED
E. S. HUNTER 11-5-84

cy - Bruce
Ok proceed.
ESH

RECEIVED
STATE HWY ENGR

NOV 2 '84

REFER TO Hunter

FOR

Info	Inves	R/D	D/R	Sign	Act	File
					X	

9263

I

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

October 18, 1984

In Reply Refer to
File No.:

TO: Dale E. Wilken, Division Administrator
Federal Highway Administration

Rod Hen

FROM: Rod Henry, Assistant
Right of Way Manager

SUBJECT: Oak Street-Mountain Avenue
(Ashland) Section
Jackson County
FAP No. Oregon Project M-3920(4)

On September 23, 1980, you authorized the City of Ashland to employ Ronald L. Salter as Special Counsel for the procurement of right-of-way through condemnation on this project.

Mr. Salter now indicates that he has a conflict of interest on the one remaining condemnation on this project, and the City has requested that they be allowed to retain William Mansfield to act as Special Counsel for this one remaining condemnation.

Attached is a Special Counsel Agreement signed by William Mansfield and Brian Almquist, City Administrator for the City of Ashland. I am also including copies of correspondence relating to the proposed fee. The proposed fee of $75.00 per hour appears to be reasonable based on similar agreements, and we request your authorization for this agreement.

RH:jh
attach.

cc: Fred Miller
H. S. Coulter
E. S. Hunter
V. E. Skoog
Gary Potter

NOTED
H.S. COULTER

RECEIVED
STATE HWY ENGR
OCT 18 '84
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

Form 734-3122

9263

P

U.S. Department
of Transportation

**Federal Highway
Administration**

Memorandum

THE OREGON DIVISION - SALEM

Subject: Oregon Project M-3920(4)
Oak Street-Mountain Avenue- Hershey Street
File No. 50782

Date: December 16, 1983

Reply to Attn. of: HRW-OR

From: Division Administrator

To: Mr. H. S. Coulter
State Highway Engineer
Oregon State Highway Division

Attached is a copy of a letter dated December 6, 1983 from Ronald L. Salter, Attorney at Law, employed by the City of Ashland as special counsel for the procurement of right-of-way through condemnation on the subject project. Also, attached is a copy of our response letter dated December 16, 1983.

We request that you determine if the City of Ashland properly obtained the property in question through a dedication process.

Based on the information in your files it would appear that you properly certified the status of the right-of-way at the time of construction authorization. The suggestions and actions taken by the City and its attorney since that time tend to indicate that the property may not have been properly obtained through a normal dedication process.

Please inform us of your findings and recommendations, if any.

John D Wickman
for Dale E. Wilken

Attachment
Cy ltr from R. L. Salter (12-6-83)
Cy ltr responding to Mr. Salter (12/16/83)

RECEIVED
STATE HWY ENGR

DEC 19 '83

REFER TO
Boyd

FOR

Info	Inves	R/D	D/R	Sign	Act	File
			✓			

cy [illegible]

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
REGION TEN

The Equitable Center - Suite 100
530 Center NE. - Salem, OR 97301

December 16, 1983
IN REPLY REFER TO
HRW-OR

Mr. Ronald L. Salter
Attorney at Law
94 Third Street
Ashland, Oregon 97520

Dear Mr. Salter:

Subject: Oregon Project M-3920(4)
Oak Street - Mountain Avenue
Hershey Street
Your File #A-56-E(2)

This is to acknowledge receipt of your letter dated December 6, 1983 and to advise you Federal funds are not eligible to participate in the costs of resolving the subject issue.

We will request the Oregon State Highway Division (OSHD) to review the circumstances involved in the 1977 dedication of the property for street purposes. If OSHD determines that the property was improperly obtained by the City of Ashland, it will be necessary that immediate action be taken to the extent possible to acquire the property in conformance with the requirements of the "Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970".

Sincerely yours,

Dale E. Wilken
FHWA - Oregon Division
Division Administrator

RONALD L. SALTER
ATTORNEY AT LAW
94 THIRD STREET
ASHLAND, OREGON 97520
(503) 482-4215

December 6, 1983

Mr. John Wichman
Division Right of Way Officer
Equitable Center, Suite 100
530 Center Street, N.E.
Salem, OR 97301

Re: File No.: 50782
Section : Oak St.-Mountain Ave.
Highway : Hersey St.
County : Jackson
FAP : M-3920-(4)
Our File No. A-156-E(2)

Dear Mr. Wichman:

In reviewing this matter I find that our earlier discussion indicated that if the City made a commitment before the project was approved, then the property would not be eligible for funding. It appears, however, that a commitment was not made but that the property may well have been deeded to the City due to a mistake of fact by the grantor. On that basis, it appears that the grantor is entitled to the return of his property and then we would be starting over again to acquire it as it is necessary for the above-referenced project. In that state of affairs would it be eligible for funding?

Very truly yours,

R. L. Salter
RONALD L. SALTER
City Attorney

RLS/gml

cc: Mr. Brian Almquist
City Administrator

9263

B

nig cc: OSHD(Co ter)

STATE COPY

U.S. PARTMENT OF TRANSPORTATION
F RAL HIGHWAY ADMINISTRATION

FINAL ACCEPTANCE REPORT

1-24-83

REGION NO. 10	REPORT NO. 2	COUNTY Jackson	DIVISION Oregon
DATE OF REPORT 1-24-83	REPORT MADE BY W. N. Bryant, Area Engineer		PROJECT NO. M-3920(5)
COMPLETION DATE 9-8-81	ACCEPTANCE DATE BY CONTRACT AGENCY 5-3-82	TIME ELAPSED 93 %	CONTRACT TIME 175 CWD
APPROVED EXTENSIONS None	LOCATION City street, Hersey St., in Ashland		

RECEIVED
STATE HWY ENGR
FEB 2 '83
REFER TO
Keasey
FOR

Info	Inves	R/D	D/R	Sign	Act	File

213

*~~The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.~~

*A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

OAK STREET - ANN STREET (ASHLAND)
FAU-3920 (HERSEY STREET)
Grading, Drainage, Paving & Signing

This project provided for the grading, drainage, and surfacing of a 48-foot curb to curb, 0.366 mile long section of city street (providing two 12-foot travel lanes with parking and sidewalk on one side). A contract in the amount of $233,538.00 was awarded Douglas S. Coats, Inc., Bend, Oregon on March 17, 1981. Work began on March 30, 1981 and was completed in reasonably close conformance with the approved plans and specifications, including approved changes, on September 8, 1981 at a final estimated cost of $279,058.05, which includes $220,304.58 (minus 6%) for bid items, $2,124.36 (minus 43%) for anticipated items, $11,382.50 for price agreements, and $45,256.61 (plus 112%) for construction engineering.

Project records and the State's materials certification indicate that all materials incorporated into the project were in reasonably close conformance with contract specifications. The materials certificate indicates that record tests were not performed on the 5,356.5 CY of excavation, but 7 tests were performed by field personnel that indicate satisfactory densities were obtained. The certificate also indicates that the lime used in the lime-treated subgrade was accepted on the manufacturer's certificate. Acceptance of this procedure is recommended. There were no major significant overruns or underruns of the original bid items.

--- WNB ---

NOTED
W. E. SCHWARTZ

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE W. N. Bryant Area Engineer W. N. Bryant		SIGNATURE Original Signed By G. K. HOSSNER Field Operations Engineer Glenn K. Hossner	
TITLE Area Engineer	DATE 1-24-83	TITLE Field Operations Engineer	DATE 2-1-83

FORM FHWA-1446 B (12-73) FORMERLY PR-33E

Previous Editions of PR-33E Will Not Be Used.

9243

June 15, 1982

United Pacific Insurance Co.
Fidelity & Surety Department
P. O. Box 1216
Tacoma, WA 98401

OSW 3
#9263

Gentlemen:

On May 5, 1982, we wrote to you concerning release of final payment on Contract No. 9263 awarded to Douglas S. Coats, Inc. for work on the Oak Street-Ann Street Section in the City of Ashland, Jackson County.

Final payment on this contract is $5,600.00 and the total contract amount is $232,375.06 including $3,030.48 for work performed under force account.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

kkr
cc: Douglas S. Coats, Inc.
P. O. Box 311
Bend, OR 97701

bc: C. T. Keasey
Walt Hart
Alfred Shirley

9263 5-11-82 file 2.

REPORT OF ACTION UNDER DELEGATED AUTHORITY BY CONSTRUCTION ENGINEER

On behalf of the Commission and under authority delegated to me to accept contracts completed according to specifications, I accepted the following:

Contractor and Contract No.	Section and County	Acceptance Date
R. L. Coats No. 9314	Bend W.C.L.-Forest Boundary Deschutes County	April 9, 1982
Slayden & Holm, Inc. No. 9254	Gales Cr. (Parson Rd.) Br. Washington County	April 12, 1982
Gervais Const., Inc. No. 9247	Bear Cr. Overflow Bridge Coos County	April 14, 1982
Stach Const. Co. No. 9186	Yaquina River Bridges (M.P. 2.40 & 4.93) Lincoln County	April 27, 1982
Babler Bros., Inc. No. 9225	Hackett Dr.-Crescent Klamath County	April 29, 1982
Steeck Electric Co. No. 9271	Green Springs Hwy. @ Walker Ave. (Ashland) Jackson County	April 29, 1982
Douglas S. Coats, Inc. No. 9263	Oak St.-Ann St. (Ashland) Jackson County	May 3, 1982

May 11, 1982 C.T. Keasey

C. T. Keasey, P.E., P.L.S.
Construction Engineer

DES 16

ROAD DESIGN SECTION

February 25, 1982

William Maude
Project Manager

Orig Signed by Mann

N. E. Mann
Design Team Supervisor

Oak St.-Ann St. (Ashland)
FAU 3920
Jackson County

✓ Verstoeg ✓
Anderson
Adams
Olson
Sullivan
Terpin
Trout
Wakerlig

RECEIVED
FEB 26 1982
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring Up / /
Action

Your Construction Narrative Report on this project has been reviewed. Your comments on the lime treatment were in particular illuminating and interesting. I appreciate this type of comment in these reports.

NEM:rw

cc: Alfred Shirley, Jr.

9263 L.

FORM 734-3001

FIELD ENGINEER'S WEEKLY REPORT

OREGON STATE HIGHWAY DIVISION

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Oak Street-Ann Street (Ashland)

WEEK ENDING: January 23, 1982

SECTION PREFIX: 315-1022

HIGHWAY: FAU 3920

COUNTY: Jackson

AME OF JOB: Oak St-Ann St (Ashland)

KIND OF WORK: Grading and Paving

ONTRACTOR: Douglas S.Coats Const, Inc.

CONTRACT NUMBER: 9263

FEDERAL AID PROJECT NUMBER: M-3920(5)

ATE OF CONTRACT: March 17,1981

DATE WORK STARTED: March 30,1981

ESTIMATED COMPLETION DATE:

VERAGE FORCE ON PROJECT FOR THE WEEK:
EN: 0 SUPERVISION: 0

SPECIFIED WORK DAYS:

WORK DAYS USED:

SPECIFIED CALENDAR DAYS: 175

CALENDAR DAYS USED: 163

SPECIFIED COMPLETION DATE:

PERCENT OF TIME ELAPSED: 93

ROJECT AUTHORIZATION: $ 269,265.13

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100

XCLUSIVE OF ENGINEERING: $ 247,913.71

ENGINEERING AUTHORIZATION: $ 21,351.42

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 233,677.19

ENGINEERING COST TO DATE: $ 39,758.59

DATE PROJECT WAS COMPLETED: September 8,1981

STIMATED PERCENT: OVERRUN UNDERRUN -6 %

PERCENT OF AUTHORIZATION: 186 %

ESTIMATED PERCENT COMPLETE (ROADWORK)

LEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
100	100	100		100			

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	0.37				0.37
MILES PARTIALLY COMPLETED					
MILES COMPLETED	0.37				0.37
TOTAL ESTIMATED QUANTITIES (CONTRACT)	4,243				2,050
TOTAL QUANTITIES CORRECTED TO DATE	5,100				2,106
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	5,100				2,106
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

NONE

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	NA			
MONDAY				
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

ASHE K
CAE
FOE
QCE
SCS
EEO

RECEIVED
JAN 25 1982
CONSTRUCTION
BRANCH

OIL
CA
LE
TC
FE
CP

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

The project is completed and this office is awaiting final paperwork from the contractor.

SIGNED for Maude LOCATION Medford

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED. SUBMIT 3 COPIES

SP-7216

9263

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

1-18-82

L

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. M-3920(4)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Jackson

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 80116

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 1/18/82

8. FEDERAL ROUTE NUMBER FAU 3920

9. STATE ROUTE NUMBER City Street

10. GENERAL LOCATION:
Oak Street - Mountain Avenue (Ashland) Section

11. GENERAL DESCRIPTION OF WORK
Right of Way

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION

☒ XX ACQUISITION OF RIGHT-OF-WAY

☐ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

☐ OTHER *(Specify)*

13. REMARKS

As requested in Mr. Swan's 1/11/82 letter you are now authorized to proceed with all phases of right of way acquisition for files 52437 through 52441 as shown on R/W map 9B-16-28 at a TEC of $3,000 Federal Funds $2,644.

Federal participation is limited to that right of way actually incorporated in the final location of the subject project.

(The above authorization does not require additional obligation of funds)

orig 1-26-82

RECEIVED
STATE HWY ENGR
JAN 26 '82
REFER TO Moehring
FOR
nfo | nves | R/D | D/R | Sign | Act | File

14. DATE 1/18/82

15. SIGNATURE OF APPROVING OFFICIAL B. K.

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

9263

2

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

January 11, 1982

PRO 6-2

TO: Dale E. Wilken
Division Administrator
Federal Highway Administration

FROM: D.E. Swan, P.E.
Operation Programming Engineer

SUBJECT: Project No. M-3920(4)
Oak St.-Mountain Ave. (Ashland) Sec.
Jackson County
Files 52437 thru 52441

I request authorization to proceed with the actual acquisition of the above listed properties which are included in the subject project. The areas to be acquired are as outlined in red on the enclosed sketch maps and do not require relocation assistance.

The estimated cost of acquiring the properties is $3,000 and authorization to proceed as requested will not require an additional obligation in federal funds on the project at this time.

CL:bkc
Enclosures

cc: J. Boyd
F. Lowe
General Files

Form 734-3122

9263

ROAD DESIGN SECTION 378-6558 RDS 3:1

J. B. Boyd, Manager
Right of Way Section

December 29, 1981

J. H. Versteeg
Road Design Engineer

Files 52437 through 52441
Oak Street-Ann Street (Ashland) Section
Hersey Street (City Street)
Jackson County

Attached are descriptions (5 files), an authorization, correspondence and right of way prints covering additional right of way required for a trespass situation for the subject project, requested by your office.

By: ORIGINAL SIGNED BY
W. H. WAKERLIG

W. H. Wakerlig
R/W Descriptions Supervisor

WHW:rlr
Attachments

9263

11-5-81

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. M-3920(5)
2. STATE PROJECT NO. See below
2A. COUNTY NAME Jackson

3. FROM
Dale E. Wilken, Division Administrator
FHWA, Oregon Division, Salem, OR

4. PROGRAM NO.
5. ITEM NO. 80116

6. TO
Mr. H. S. Coulter
State Highway Engineer
Oregon State Highway Division
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 10-7-81
8. FEDERAL ROUTE NUMBER FAU 3920
9. STATE ROUTE NUMBER City Street

10. GENERAL LOCATION:
Oak Street - Ann Street (Ashland)

11. GENERAL DESCRIPTION OF WORK
Furnish and install street signs

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
☒ CONSTRUCTION PROCEED ON XXXXXXXXXXXXXXXX FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

I approve the advance authorization date of 10-7-81 as requested in Mr. Keasey's letter of 11-3-81 as being in the public interest for the use of State Forces to proceed with the above work. State Force Order No. 3 is approved for a TEC of $415, FF $366.

RECEIVED
STATE HWY ENGR
NOV 13 '81
REFER TO Moehring
FOR
Info | Invest | R/D | O.K.R | Sig | Act | File

cy 11-13

14. DATE 11-5-81
15. SIGNATURE OF APPROVING OFFICIAL
16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

9263

files ✓ L1

TELEPHONE:
779-2435

Rogue River Paving Co., Inc.

P.O BOX 1386
MEDFORD, OREGON 97501

October 27, 1981

Commission Services
Oregon State Highway Division
438 Highway Bldg.
Salem, Oregon 97310

Re: Oak St.-Ann St. (Ashland) Project
Hwy. FAU 3920 (Hersey St.)
Jackson County
Contract #9263

Please file here
JR

Joamsen called them & discussed letter - fr no response to letter
JN

Dear Sirs:

We wish to state that Rogue River Paving Co., Inc. was subcontractor to Douglas S. Coats Const., Bend, Oregon on the above referenced project.

Our portion of this contract was to place Asphaltic Concrete at $31.00 per ton and 12 each extra approaches at $100.00 each, for a total amount of $66,623.36. This work was completed September 3, 1981. We have confirmed that this amount (less retainage) has been paid to Douglas S. Coats Const.

To date we have received one payment from Douglas S. Coats on October 23, 1981, in the amount of $20,000.00. However, the check was post-dated October 30, 1981.

Therefore, on October 30, 1981, the balance owing to Rogue River Paving Co., Inc., by Douglas S. Coats Const., on the above referenced project, will be $46,623.36.

Very truly yours,

ROGUE RIVER PAVING CO., INC.

Richard E. Wright

Richard E. Wright
Vice President

REW/ac

RECEIVED
NOV 2
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

An Equal Opportunity Employer

#9263 10-19-81 L.

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. M-3920(5)
2. STATE PROJECT NO. See below
2A. COUNTY NAME Jackson
3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division
4. PROGRAM NO.
5. ITEM NO. 80116
6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 9/21/81
8. FEDERAL ROUTE NUMBER FAU 3920
9. STATE ROUTE NUMBER City Street
10. GENERAL LOCATION: Oak Street - Ann Street (Ashland)
11. GENERAL DESCRIPTION OF WORK Seeding and mulching
12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- ☒ CONSTRUCTION PROCEED ON XXXXXXXXXXXXXXX FORCE ACCOUNT BASIS
- ☐ OTHER *(Specify)*

13. REMARKS

I approve the advance authorization date of 9/21/81 as requested in Mr. Keasey's letter of 10/2/81 as being in the public interest for the use of State Forces to proceed with the above work. State Force Order No. 2 is approved for a TEC of $500 Federal Funds $440.

RECEIVED
STATE HWY ENGR
OCT 23'81
REFER TO Moehring
FOR
Info Inves B/D D/R Sgn Act File

[illegible]

14. DATE 10/19/81
15. SIGNATURE OF APPROVING OFFICIAL G. K. Hassner
16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

9263

STATE COPY

TO BE COMPLETED BY FHWA

4-8

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FEDERAL-AID PROJECT AGREEMENT

3/24/81

STATE: Oregon

COUNTY: Jackson

PROJECT NO.: M-3920 (5)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

City St., Hersey St. in Ashland

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	2-4-81	0.366

OTHER *(Specify)*

FUNDS: Pro Rata 88.18%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 266,087	$ 234,635

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Asst. State Highway Engineer
(Title)

For: H.S. Coulter

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: E.J. Valach, (Acting)

Date executed by Division Administrator: MAR 24 1981

FORM PR-2 (REV. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

file

Oregon State Highway Division
Salem, Oregon March 11, 1981

Federal Aid Project
No. M-3920 (5)

Oak St.-Ann St. (Ashland) Section
Hersey Street
Jackson County

PROJECT AGREEMENT ESTIMATE

Type Code 6201
Roadway (Sta. 36+30 to Sta. 55+60)

Mobilization			All Required	$ 17,000.00
Temporary Protection and Direction of Traffic			All Required	500.00
Temporary Signs	180	Sq. Ft.	7.00	1,260.00
Temporary Barricades	4	Each	100.00	400.00
Flagmen	740	Hour	10.00	7,400.00
Clearing and Grubbing			All Required	2,000.00
Removal of Structures and Obstructions			All Required	500.00
Ditch Excavation	95	Cu. Yd.	6.00	570.00
General Excavation	4,250	Cu. Yd.	4.00	17,000.00
Trench Excavation	860	Cu. Yd.	7.00	6,020.00
Finishing Roadbed and Slopes			All Required	1,000.00
Watering	50	M-Gal.	10.00	500.00
Lime Treated Subgrade	10,900	Sq. Yd.	1.80	19,620.00
Lime for Treated Subgrade	245	Ton	90.00	22,050.00
Class "B" Asphalt Concrete	2,050	Ton	31.00	63,550.00
24-inch Culvert Pipe	86	Lin. Ft.	25.00	2,150.00
8-inch Irrigation Pipe	74	Lin. Ft.	7.00	518.00
12-inch Sewer Pipe	710	Lin. Ft.	10.00	7,100.00
15-inch Sewer Pipe	400	Lin. Ft.	12.00	4,800.00
18-inch Sewer Pipe	460	Lin. Ft.	15.00	6,900.00
24-inch Sewer Pipe	150	Lin. Ft.	26.00	3,900.00
Concrete Manholes	1	Each	1,400.00	1,400.00
Concrete Inlets, Type G-1	2	Each	300.00	600.00
Concrete Inlets, Type D	1	Each	400.00	400.00
Concrete Inlets, Type Pelican	13	Each	480.00	6,240.00
Concrete Diversion Box	1	Each	600.00	600.00
4-inch Drain Pipe	200	Lin. Ft.	6.00	1,200.00
6-inch Drain Pipe	200	Lin. Ft.	10.00	2,000.00
8-inch Drain Pipe	380	Lin. Ft.	11.00	4,180.00
Filter Fabric	800	Sq. Yd.	1.50	1,200.00
Gravel in Drains	120	Cu. Yd.	10.00	1,200.00

Concrete Walks	680 Sq. Yd.	12.00	8,160.00
Concrete Driveways	250 Sq. Yd.	14.00	3,500.00
Concrete Curbs	3,730 Lin. Ft.	4.00	14,920.00
Extra for Asphalt Approaches	12 Each	100.00	1,200.00
Adjusting Manholes	8 Each	200.00	1,600.00
			$233,138.00

Anticipated Items		
Permanent Pavement Striping	All Required	$ 800.00
Temporary Pavement Striping	All Required	500.00
		$ 1,300.00
	SUBTOTAL	$234,438.00
	Engineering	31,649.00
	TOTAL	$266,087.00

Length of project ----------- 0.366 mi.
Cost of Roadway Per Mile ----$727,013.66

Work Retained in Program Status
(not included in amounts below)

Permanent Signing	All Required	$ 1,200.00
Roadside Seeding and Mulching	All Required	500.00
Bikeway Signs and Striping	All Required	500.00
		$ 2,200.00

Federal Funds (88.18%) --------------	$234,635.00
State Funds -------------------------	15,726.00
Local Funds -------------------------	15,726.00
TOTAL	$266,087.00

Group 1 85%; Group 8 15%
Contract No.
Prefix 315-1956
Prefix 315-1022

Oak St.-Ann St. (Ashland) Section
(Non-participating - State Work)

Furnish Mailbox Posts		All Required	$200.00
Setting Mailbox Posts	8 Each	50.00	400.00

9263

2.

STATE OF OREGON **INTEROFFICE MEMO**

HIGHWAY DIVISION

TO: FILE

DATE: February 23, 1981

H. S. Coulter

FROM: H. S. Coulter
State Highway Engineer

SUBJECT: Footpaths and Bicycle Trails
February 26, 1981 Bid Letting

Oak St. - Ann St.

This is an informational report to document the Highway Division's action taken with regard to establishing footpaths and bicycle trails as set forth in ORS 366.514. Bids will opened February 26, 1981, on the following projects:

1. Enterprise Rock Production
   M.P. 38.9, Enterprise-Lewiston Highway, Wallowa County
   Aggregate Crushing

   Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

2. S. E. Harmony Road @ International Way
   S. E. Harmony Road (Milwaukie), Clackamas County
   Traffic Signals

   Same as No. 1.

3. Pacific Highway West @ Royalty Parkway
   Pacific Highway West, Washington County
   Traffic Signals

   Same as No. 1.

4. Tualatin Valley Highway @ S. W. 219th Avenue
   Tualatin Valley Highway, Washington County
   Traffic Signals

   Same as No. 1.

5. Clackamas-Boring Highway @ S. E. Foster Road
   Clackamas-Boring Highway (Damascus), Clackamas County
   Traffic Signals

   Four-foot shoulders and sidewalk ramps provided for bicycle and pedestrian traffic.

Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(c), which states, "footpaths and trails are not required to be established . . . where sparsity of population, other available ways or other factors indicate an absence of any need for such paths and trails."

6. Powers Wayside
Powers Highway, Coos County
Grading and Paving

Twenty-eight-foot roadway provided.

Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2 subsection 2(b), which states, "footpaths and trails are not required to be established . . . if the cost of establishing such paths and trails would be excessively disproportionate to the need or probable use."

7. Deschutes River (Sheep) Bridge
Mountain Sheep Lane, Deschutes County
Structure

Fifteen-foot, six-inch roadway provided.

Same as No. 6.

8. Oak Street-Ann Street
Hersey Street (Ashland), Jackson County
Grading and Paving

Four-foot bicycle lanes outside curb parking and a five-foot sidewalk for pedestrian use provided on this project.

9. Pacific Blvd.-Santiam Highway
Waverly Drive (Albany), Linn County
Grading and Paving

Sections of five-foot sidewalk to connect to existing sidewalks and curb cuts to new and existing sidewalks and for future sidewalk are provided.

10. Central Oregon Highway @ Succor Creek Highway
Central Oregon Highway (Nyssa), Malheur County
Traffic Signals

Four-foot shoulders and five-foot sidewalks with curb cuts available for pedestrian and bicycle traffic.

11. Hay Canyon Creek Bridge
    Monkland Road, Sherman County
    Structure

    Twelve-foot lanes with eight-foot shoulders on structure.

    Same as No. 6.

12. Dairy Creek (Susbauer Road) Bridge
    Susbauer Road, Washington County
    Structure

    Twelve-foot lanes with four-foot shoulders.

    Same as No. 6.

13. Klamath Strait Bridge
    The Dalles-California Highway, Klamath County
    Paving and Structure

    Twelve-foot lane with eight-foot shoulder on left and sixteen-foot right-turn lane/shoulder on right.

    Same as No. 6.

14. Arterial Street Light Conversion
    Various City Streets (Portland), Multnomah County
    Illumination

    Same as No. 1.

HSC:RS:ge

cc E. S. Hunter
D. G. Talbot
L. E. George
F. E. Terpin
George Bell
Don Harwell

9263 Revised

INTEROFFICE MEMO

Ashland

STATE OF OREGON

ROAD DESIGN SECTION
DEPT

378-6558
TELEPHONE

DATE: 2-13-81

TO: Jack Sullivan
Specifications Engineer

FROM: Bud Mann
Design Team Supervisor

SUBJECT: Footpath and Bicycle Trail Quantities for
Oak St. - Ann St (Ashland)
FAU 3920 (Hersey St.)
Jackson County

The following items are chargeable to footpaths and bicycle trails on the above-named project:

ITEM	Previous Quantity	UNIT	Additional QUANTITY	Total
24" Sewer Pipe	40	LIN. FT	0	40
12" Sewer Pipe	28	LIN FT	0	28
Class "B" Asph. Conc	322	TON	0	322
Asphalt In Mix	21	TON	0	21
Lime Treated Subgrade	1729	Sq Yd	0	1729
Lime T	39	Ton	0	39
Exc	707	C Yd	0	707
Conc Walk	0	Sq Yd	680	680
Conc Driveways	0	Sq Yd	250	250

Width 4' Lt & Rt

Length 1930' Lt & R

NOTED
DON TROUT

Versteeg
Anderson
Christensen
Olson
Sullivan
Terpin
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RECEIVED
FEB 1 8 1981
ROAD DESIGN SECTION

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Action

cc: Don Shaffer
Duane Ridings
Don Trout ✓
Bob Church

9263

U. S. DEPARTMENT OF TRANSPORTAT   FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

2-4-81

F RAL AID PROJECT NO. M-3920(5)

STATE PROJECT NO. See below

COUNTY NAME Jackson

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

FROM:
E.J. Valach, Acting Division Admin
FHWA - Oregon Division

PROGRAM NO.

ITEM NO. 80116

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY E
FEB 13 '81
REFER TO
FOR
Info Invest R/D D/R Sign Act File

orig to
2-13-81

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER
2/4/81	2/4/81	FAU 3920
		STATE ROUTE NUMBER
		City Street

GENERAL LOCATION:
Oak Street - Ann Street (Ashland) Section

GENERAL DESCRIPTION OF WORK:
Grade, drain, and pave

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY

PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION

☒ OTHER (*Specify*) Perm. Pavement Striping S.F. $800
Temp. Pavement Striping S.F. $500

☐ ACQUISITION OF RIGHT-OF-WAY

CONSTRUCTION - ADVERTISE FOR RECEIPT
☒ OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

After concurrence in award you are authorized to proceed with those items listed above as shown in your Estimate.

Mr. Swan's 1/30/81 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $365,000 Federal Funds $321,740.

A signed copy of the Title Sheet is returned herewith.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
2/4/81	G. K. Hossner	for Acting Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U. S. GOVERNMENT PRINTING OFFICE: 1976-631-855

9263

Ashland

ENVIRONMENTAL REVIEW CHECKLIST

ALL CLEAR 1/27/81
Donald L Rount

Feb 26, '81
~~Jan 29, 1981~~
~~Dec 18, 1980~~ Bid Letting ________ All Clear Deadline

SECTION Oak St.-Ann St. (Ashland)
Highway
County Jackson Region 3
Type of Work G-P Funds FAUS
State___ Consultant ___ Plans Avail.___Yes ___No

	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR	
DOCUMENTS:						Class 3 NM
EIS	☒	☐	☐	☐	☐	
Negative Declaration	☒	☐	☐	☐	☐	
Project Assessment	☒	☐	☐	☐	☐	
Write-off Letter	☒	☐	☐	☐	☐	
PERMITS:						
Division of State Lands	☒	☐	☐	☐	☐	
D.O.G.M.I.	☒	☐	☐	☐	☐	
Corps of Engineers	☒	☐	☐	☐	☐	
Coast Guard	☒	☐	☐	☐	☐	
Co. Conditional Use	☒	☐	☐	☐	☐	
NPS Air Pollution	☒	☐	☐	☐	☐	
NPS Water Pollution	☒	☐	☐	☐	☐	
CULTURAL:						
Cultural Survey	☐	☒	☐	☐	☒	
Cultural Salvage	☒	☐	☐	☐	☐	
NOISE:						Statewide
Noise Study	☐	☒	☐	☐	☒	

9263

DEPARTMENT OF PUBLIC WORKS
Allen A. Alsing, Director

Ashland

CITY HALL
503-482-3211

City of Ashland
ASHLAND, OREGON
97520

January 6, 1981

Versteeg
✓ Anderson
Christensen DOL
Olson
Sullivan
Terpin
Trout
Wakerlig

RECEIVED
JAN 12 1981
ROAD DESIGN
SECTION

Do Not File ☐
Return To
Bring Up / /
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Mr. Alfred Shirley, Jr.
Regional Engineer
P.O. Box 1128
Roseburg, Oregon 97470

Re: Hersey St. - Ashland

Dear Bud:

This letter will verify that the City of Ashland will accept either or both of the following design changes for properties on the north side of Hersey St. between Oak Street and Ann Street.

1. Elimination of the level 1 (one) foot area between the back of curb and the property line.
2. Slope of the area behind the curb of up to 1½ to 1.

Please let me know if you need further information or consideration of these items.

Very truly yours,

Allen A. Alsing

Allen A. Alsing, P.E.
Director of Public Works

AAA:dp

CC: Fred Eriksen - Design.
WH Mavoz
Neil Flannagan.

1/12/80

Discussed with Gix. He would like the plans to give the engineer the option of eliminating the 1' area back of the walk and going to 1½:1 slope when necessary to stay inside the R/W. There will probably be only a couple of areas where this will be necessary, as R/W people have been able to obtain most of the easements.

NEM
1/12/80

ROSEBURG REGION
RECEIVED
JAN 8 1981

[✓ RE]	RME	[✓ RCE]	ROE	TE
RUE	DES	RSR	RPR	RLE
GEO.	FAF	RRI	AA	

9263

1.

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

October 28, 1980

In Reply Refer to
File No.: PRO 6

TO G. L. Green, Division Administrator
Federal Highway Administration

Original Signed By
D. E. Swan

FROM D. E. Swan
Operation Programming Engineer

SUBJECT Project Data Submission
Item No. 80116
Project No. M-3920(5)
Oak St.-Ann St. (Ashland) Section
Jackson County

Attached support data consists of PR-1 forms with project maps.

It is the Oregon State Highway Division's present intention to receive bids for the project on December 18,1980.

A copy of the State Clearinghouse A-95 review approval letter has been previously forwarded.

DRH:bke
Attachment

cc: Alfred Shirley (Region 3)
General Files
Gary Zehner w/att.

Form 734-3122

9263 Form FHWA 121 (1/80)

L.

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

UNITED STATES GOVERNMENT

memorandum

Subject: Oregon Project M-3920(4)
Oak St.-Mountain Ave (Ashland)Sec.
Jackson County

Date: September 23, 1980

From: G. L. Green, Division Administrator

Reply to Attn. of: HRW-OR.1

To: Mr. H. Scott Coulter
State Highway Engineer
Salem, OR

Copy Row 9

Based on the conditions outlined in Mr. Rod Henry's letter of September 17, 1980, you are authorized to proceed with the employment of special counsel for the procurement of right of way through condemnation on the subject project.

Authorization is subject to the following:

1. Reimbursement provisions of FHPM 7-1-3
2. Civil Rights provisions of FHPM 7-1-4
3. State to audit the account upon final billing

John R Wickman
for G. L. Green

cc:
J. B. Boyd, R/W
D. E. Swan, Proj Mgt

RECEIVED
STATE HWY ENGR

SEP 24 '80

REFER TO
Boyd

FOR

Info	Inves	P/D	D/R	Sign	Act	File

7-25

92263

L.

STATE OF OREGON
1859
VICTOR ATIYEH
GOVERNOR

Department of Transportation
STATE HIGHWAY DIVISION

IN REPLY REFER TO
FILE NO.:

September 17, 1980

TO: G. L. Green, Division Administrator
Federal Highway Administration

Oak - Mountain

Copy
Row 9

FROM: Rod Henry, Assistant
Right of Way Manager

SUBJECT: Special Counsel
Oak Street-Ann Street
(Ashland) Section
FAU 3920

The City of Ashland has asked for authorization to hire a special counsel to handle condemnation cases on this project. The City does not have a full time counsel, and in order to handle the anticipated condemnation work, it will be necessary to hire Ronald L. Salter, Attorney At Law, on a part time basis. Mr. Salter currently is under agreement with the City of Ashland to perform various legal services on an hourly basis. A copy of the Agreement for Employment is attached.

Without the use of special counsel the City would not be able to acquire the right-of-way for this project. It is, therefore, in the best interest of the public for the City to proceed in this manner.

The fee set forth in the letter from the City Administrator appears to be in line with the usual charges for this type of service. The fee is on an hourly basis and is not based on a percentage of the value of the property.

We request your advance approval of this request as required in FHPM Volume 7, Chapter 2, Section 4, Paragraph 9. A copy of the City's request is attached for your information.

RECEIVED
DOT DIRECTOR
SEP 18 '80
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

RH:jh
bc: F. B. Klaboe ✓
H. S. Coulter
E. S. Hunter
D. H. Moehring
V. E. Skoog
J. L. Sollis

NOTED
F. B. KLABOE

Form 734-3123

92603

CON 21

June 26, 1980

The Honorable Gary L. Prickett
Mayor of Ashland
City Hall
Ashland, OR 97520

Dear Mayor Prickett:

Your letter of May 29, 1980, concerned the postponement of your Hersey Street FAUS Project.

This project was originally approved for preliminary engineering only. In September 1979 the City requested that we proceed with right-of-way acquisition and construction. This was approved by the Highway Engineer on behalf of the Transportation Commission on October 24. In November the project was tentatively scheduled for letting in June of 1980. Prior to that time it had not appeared on our construction schedule. When a more realistic estimate of the time needed to do the remaining preliminary engineering work was determined, the anticipated construction date was rescheduled to the July-August-September quarter of 1980. After specific Federal requirements were met, we obtained approval to acquire right-of-way from the Federal Highway Administration on February 5, 1980. At this time it became apparent that the summer quarter letting was not realistic because of the large number of right-of-way parcels involved. The project was therefore rescheduled for October-November-December 1980 quarter, where it still is.

After receiving approval to proceed with right-of-way acquisition, there are a number of specific steps required by Federal regulation which must be followed. These include a sales study in the area, contacting all the property owners involved to give them an opportunity to be involved in the appraisal process, the appraisal of the properties, a review of these appraisals, contacting the property owners with specific offers and initiating condemnation action on properties where the owners will not accept an option. This process can easily consume four months just to get to the negotiation stage for the number of properties involved. Condemnation can easily take 17 weeks to follow all of the required steps (whether done by State or the City).

Our Roseburg office has just forwarded two condemnation files for City action since by State law we cannot condemn property for the City. If you are successful in pursuing these files to completion in a normal length of time and we are successful in our negotiations with the remaining 28 properties, we should be clear to call for bids in the fall.

Thank you for advising me of your concerns. Let me assure you that everthing possible will be done to get the Hersey Street project to contract at the earliest possible date.

Sincerely,

H. S. Coulter
State Highway Engineer

DES:pf jh
bc: E. S. Hunter
D. H. Moehring
Alfred Shirley, Jr.
Neil Flanagan

CITY OF ASHLAND CITY HALL
ASHLAND, OREGON 97520
telephone (Code 503) 482-3211

RECEIVED
STATE HWY ENGR
JUN 2 '80
REFER TO
6/5 [illegible]
FOR

Info	Inves	R/D	D/R	Sign	Act	File
		X				

May 29, 1980

Mr. H. S. Coulter
State Highway Engineer
Oregon State Hwy. Div.
Transportation Building
Salem, OR 97310

R

Re: Hersey St. FAUS Project
Oak-Williamson Way

Dear Mr. Coulter:

The Highway Division has just informed the City of Ashland that the above project has been postponed for the fourth time, until the last quarter of 1980. This will mean that a majority of the work will not be done until the spring of 1981.

This project was originally scheduled to go to bid in the summer of 1979, it was later postponed until the first quarter of 1980, and then to the third quarter of 1980. This latest postponement is simply intolerable, both from a cost-escalation and public relations standpoint.

We have, during this past year, seen estimated project costs increase by 5-6 percent each time a delay is announced. In addition, and equally as serious, is the credibility problems we are having with abutting property owners and area residents. We have had repeated assurances from Highway officials that the bid would be let in July and the work begun this summer, and have passed this information on to the affected parties.

Further, based on such assurances, we accelerated the City's utility relocation work, which was completed last winter in anticipation of the project.

The Ashland City Council at its meeting on May 27, voted unanimously to request that you give this matter your immediate personal attention, and that consideration be given to retaining the July bid date, if at all possible.

Sincerely,

Gary L. Prickett ab

Gary L. Prickett
Mayor

GLP:ab

cc: City Council
Director of Public Works
Jack Ayres, OSHD, Roseburg

9263

Ashland

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE: ROW 12

INTER-OFFICE CORRESPONDENCE
Roseburg, Oregon
April 15, 1980

FROM: JAMES J. GIX
Regional Construction Engineer

SUBJECT: File No. 50801
Oak St.-Ann St. Sec.
Jackson County
9B-16-28

TO: J. H. Versteeg
Road Design Engineer

Please revise the description for slope easement on this file to specify 5 feet beyond the right-of-way line. Our Resident Engineer assures us that this will be adequate for the project.

jjg/cw

cc Ron Busey

1 Versteeg ✓
Anderson
Christensen
3 Olson
Sullivan
Terpin
Trout
2 Wakerlig

RECEIVED
APR 16 1980
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring Up ___/___
Action

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE:

INTER-OFFICE CORRESPONDENCE

Roseburg, OR

April 10, 1980

FROM: Neil Flanagan
Right of Way Supervisor

TO: Jim Gix
Region Construction Engineer

FILE NO: 50801 - Ostovar
SECTION: Oak St.-Ann St.
HIGHWAY: Hersey St.
COUNTY : Jackson
CITY : Ashland
FAP NO: M-3920(3)(4)

The property owner under this file has voiced extreme dissatisfaction with the easement width across his property.

Ron Busey checked the design and cross-sections and has agreed that the easement could be reduced to 5 feet. Discussion with the City indicates they will accept what we specify.

Reduction of the easement area requires a request from you to Mr. Versteeg's office. Would you please discuss this change with Ron and if you concur, send the necessary formal request for change?

NF:gls

ROSEBURG REGION
RECEIVED
APR 14 1980

RE	RME	[✓ RCE]	ROE	TE
RUE	DES	RSR	RPR	RLE
ENV	FAE	RBI	SEC	

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AGR

STATE OF OREGON **INTEROFFICE MEMO**

Highway Division
DEPT. TELEPHONE

TO: Neil Flanagan
Region 3 R/W Supervisor

DATE: February 22, 1980

FROM: Adele L. Egan
Right of Way Office Unit Supv.

MISC. CONTRACTS and
AGREEMENTS No. 6289

SUBJECT:

Agreement 150
Misc. C&A 6289
Oak Street-Mtn. Rd. Sec.
Hersey Street
City of Ashland

Attached is an original of the subject agreement and a copy for your files.

The prefix for this project is 315-2523.

AE
mp
Attach.

cc: Comm. Services, w/orig.
Finance, Attn: Kinns, w/c
Appraisal
Relocation

[illegible]
[illegible] 2/15/80

9263

Ashland

STATE OF OREGON

INTEROFFICE MEMO

ROAD DESIGN SECTION
DEPT.

378-6558
TELEPHONE

TO: Memo To The File

DATE: February 12, 1980

Fred Eriksen

FROM: Fred Eriksen
Design Engineer Supervisor

SUBJECT: Oak St.-Ann St. (Ashland) Section
FAU 3920 (Hersey St.)
Jackson County

Mr. Allen Alsing, Director of Public Works for the City of Ashland, inquired by letter of January 29, 1980, if openings could be provided in the sidewalk for future tree plantings.

The Siskiyou Boulevard-Park Street Section of the Green Springs Highway in Ashland, currently under contract and construction, has openings in the walk for tree plantings. They are called "tree wells" and have an irrigation system, brick paving and redwood dividing strips. The tree planting area is 2.5 feet wide, back of the curb, and about 3 feet long. They are spaced approximately 45 feet on centers.

I called Mr. Alsing yesterday to find out what he had in mind for tree wells on this project. I told him we had made a cost estimate for tree wells of the design used on the Green Springs Highway project and it would add about $7,000 to this job. Mr. Alsing said he did not want to add to the project cost and that a blockout in the concrete walk at 45 foot intervals would serve the purpose.

Mr. Alsing indicated local earth material would be acceptable for filling the holes. After the project completion the City will plant trees and probably will use coarse rock or barkdust to top dress the tree wells.

I told Mr. Alsing I thought we could include the tree wells in the job without any problems.

FE/db

cc: Allen Alsing
Tom Lowe
Dick Leu

RECEIVED
FEB 13 1980
ROAD DESIGN
SECTION

Versteeg
Anderson
Christensen
Olson
Sullivan
Terpin
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BY FINAL DESIGN ENGINEER

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L.

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

2-11-80

FEDERAL AID PROJECT NO. -3920(4)

STATE PROJECT NO. See below

FROM:
G. L. Green, Division Administrator
FHWA - Oregon Division

PROGRAM NO.

ITEM NO. 80116

COUNTY NAME Jackson

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENG
FEB 15 '80
REFER TO
FOR

Info	Inves	R/W	D/M	Sig	Act	File

DATE PS&E APPROVED

DATE AUTHORIZATION EFFECTIVE 2/5/80

FEDERAL ROUTE NUMBER FAU 3920

STATE ROUTE NUMBER City Street

GENERAL LOCATION:

Oak Street - Mountain Avenue (Ashland) Section

GENERAL DESCRIPTION OF WORK:

Acquisition of Right of Way

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☐ OTHER *(Specify)*

☒ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's letter of 2/1/80 you are now authorized to proceed with all phases of right of way acquisition as shown on R/W map 9B-16-28 for a TEC of $162,000 with Federal participation limited to $142,800.

Federal participation is limited to that Right of Way actually incorporated in the final location.

DATE 2/11/80

SIGNATURE OF APPROVING OFFICIAL G K Hessner

TITLE for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U. S. GOVERNMENT PRINTING OFFICE: 1971 631-066

9263

L

January 8, 1980

AGR 4-1

City of Ashland
City Hall
Ashland, OR 97520

Attention: Nan E. Franklin
City Recorder

MISC. CONTRACTS and
AGREEMENTS No. 6289

Gentlemen:

Attached for your files is a fully executed copy of an agreement concerning construction of the Oak Street-Williamson Way Section of Hersey Street in Ashland.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

kkr
Attachment
bc: Don Harwell (agreement attached)

PRO 6

STATE OF OREGON

INTEROFFICE MEMO

TO: H. S. Coulter
State Highway Engineer

DATE: October 24, 1979

FROM: D. E. Swan
Operation Programming Engineer

SUBJECT: Proposed Federal Aid Urban Project

The City of Ashland is requesting a $440,000 Right-of-Way and construction project on Hersey Street. The preliminary Engineering phase of the project was approved by the Transportation Commission on August 23, 1977. The project will provide a two lane facility with parking and bicycle lanes on both sides. State will perform the construction engineering. The location of the proposed project is indicated on the attached sketch map. In Summary:

see
CON 21-10
Ashland
7-23-79

Jurisdiction	Section	Total Est. Cost	Federal Funds	State Share
Ashland	Oak Street - Williamson Way, Hersey Street, FAU 3920	$440,000	$387,200	$26,400

Region 3 and this office investigated the proposed project confirming its validity and financing under the Federal Aid Urban Program. I recommend your approval and request you authorize this project under delegated authority.

APPROVED BY:

H. S. Coulter
H. S. Coulter
State Highway Engineer

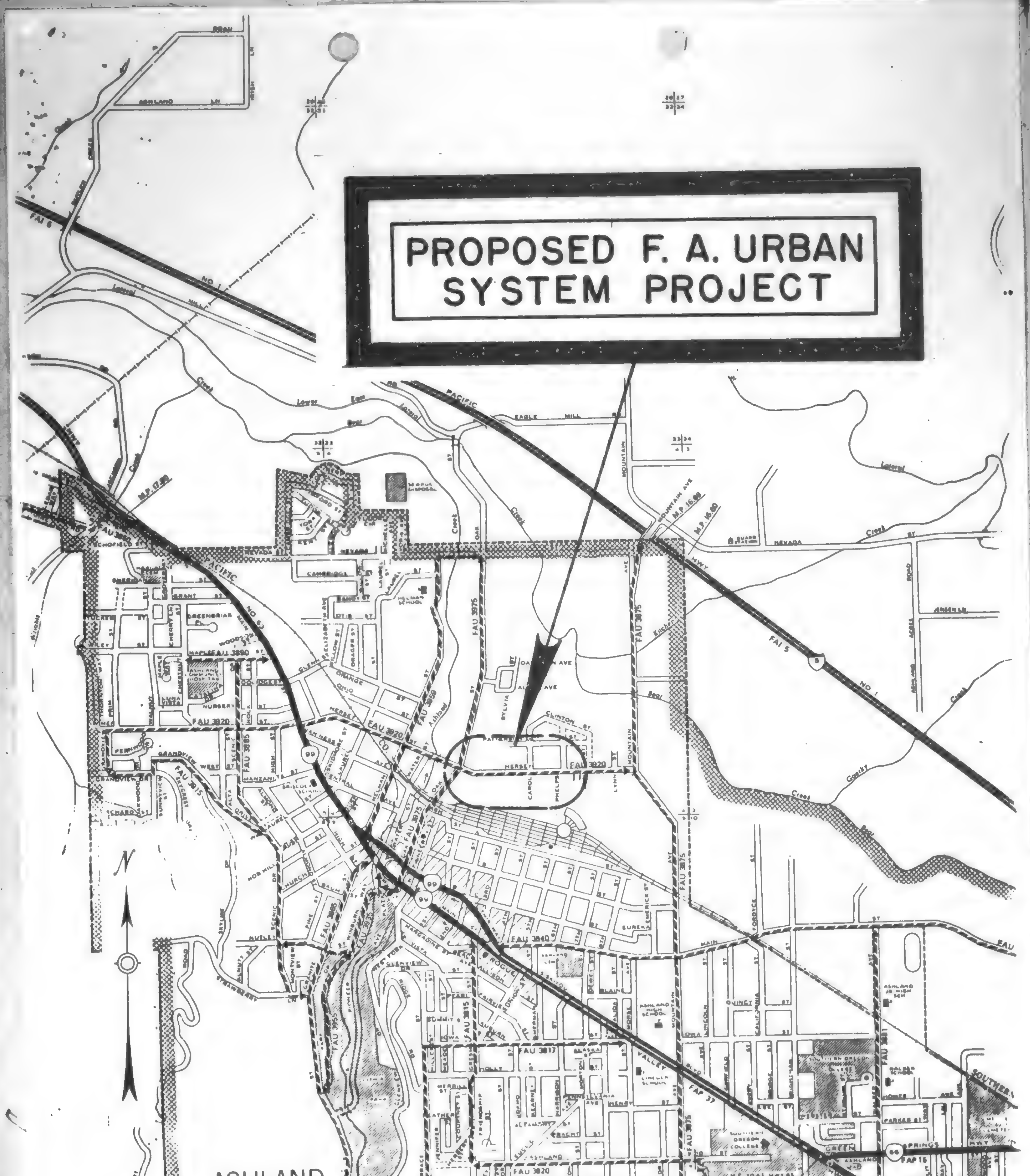
Date 10/24/79

10.25
orig to Head
cy Monitoring

GEZ:pf
Attachment

On report

Contains Recycled Materials
81-125-1387


PROPOSED F. A. URBAN
SYSTEM PROJECT
ASHLAND
N
FAI 5
PACIFIC
HWY
NO 1
EAGLE MILL
MOUNTAIN AVE
NEVADA
SISKIYOU BLVD
FAU 3820
FAU 3875
FAU 3815
FAU 3817
FAU 3840
FAU 3881
FAP 15
FAP 37
HERSEY
MAIN
CROWSON HILL
Bear Creek
Lower East Lateral
SOUTHERN OREGON COLLEGE
ASHLAND HIGH SCHOOL
MOUNTAIN AVE
ASHLAND ST

9263

Ashland

STATE OF OREGON

INTEROFFICE MEMO

HIGHWAY DIVISION
DEPT.

378-6558
TELEPHONE

TO: MEMO TO THE FILES

DATE: Nov. 16, 1979

FROM: FINAL DESIGN

SUBJECT: Project Name Change

It has been necessary to change the name of this project

FROM Oak St. - Mountain Ave. (Ashland) Sec.

TO Oak St. - Ann St. (Ashland) Sec.

FAU 3920 (Hersey St.)
Jackson County

cc: Region
Environment
Project Management
Structures
Right-of-Way
Road Design
Traffic
Location

9263

REPORT OF ACTION UNDER DELEGATED AUTHORITY

BY STATE HIGHWAY ENGINEER

11-7-79

On behalf of the Commission and under authority delegated to me to approve and execute the necessary agreements covering Local Government Projects (FAS-C, FAUS, SOS and FAIX), I approved the following:

Section & Jurisdiction	Estimated Total Cost	Federal Funds	State Share	Local Govt. Funds	Approval Date
FAS-C PROJECTS					
Jordan Valley-Idaho State Line Section, Broadhurst Lane, FAS-B482 Malheur County	$ 150,000	$132,000	$ 9,000	$ 9,000	10-16-79
FAU PROJECTS					
Kings Hwy.-Jasper Street, Stewart Avenue, FAU 2420 Medford	255,200	224,580	15,310	15,310	10-22-79
Arterial Street Overlay Program Portland	82,000	72,160	4,920	4,920	10-23-79
UPRR Crossing-LaGrande/Baker Highway, Pocahontas Road, FAU 4950 Baker	64,300	52,730	5,785	5,785	10-23-79
Oak Street-Williamson Way, Hersey Street, FAU 3920 Ashland	440,000	387,200	26,400	26,400	10-24-79
Airport Road-Vaughn Lane, South Main Road, FAU 5425 Lebanon	1,629,000	452,700	49,650	49,650	10-26-79
Newmark Avenue-Ocean Blvd. Wallace Street, FAU 2741 Coos Bay	127,000	111,760	7,620	7,620	10-29-79
FAIX PROJECTS					
Salem Parkway and Corollary Projects Salem	1,304,000	1,108,400	None	195,600	11-6-79

November 7, 1979

H. S. Coulter
State Highway Engineer

9263

Ashland

Fo 81 734-3030

OREGON STATE HIGHWAY DIVISION

FILE:PRO 6

INTER-OFFICE CORRESPONDENCE
Roseburg, Oregon
October 15, 1979

Jack Ayres

FROM: JACK AYRES
Regional Federal-Aid Engineer

TO: MEMO TO THE FILES

SUBJECT: Oak Street-Williamson Way
(Hersey Street)
City of Ashland
Jackson County

I talked this date, October 12, 1979, with Mr. Al Alsing of the City of Ashland concerning city funding capabilities for improvements to Hersey Street. It was determined that the City did not have enough money of their own to build the Oak Street-Mountain Avenue section with five years advancement against their FAU allocations.

They wish to pursue a lesser section, described as Unit 3, which was also submitted as part of the location for this section. This will be the Oak Street-Williamson Way section of Hersey Street, Engineers Stations 36+30 to 53+65. The locating engineer's estimate for this portion is $365,000.00. Since the City should have somewhat more than this amount, they wish to extend this project past Williamson Way as far as the money will go. Our Design Section can possibly come up with a cut-off location. If it is not feasible to extend the project past Williamson Way the City wishes that any remaining monies be applied toward future right of way acquisitions between Williamson Way and Mountain Avenue.

ja/cp

cc: D.H. Moehring
George Thornton
Ron Busey
Al Alsing - Ashland
D.O. Christensen
J. Sullivan

RECEIVED
OCT 24 1979
ROAD DESIGN SECTION
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TOTAL FOR R/W & CONST. = $440,000

REFERRED TO
___Beard___ Stoudenmeyer___
✓ ___Cole___ Sample___
___Eriksen F.E. ___ Watson___
___Hager___ Dorn___ Lou___
[✓ Return] Discuss Do File Copy Due___
BY FINAL DESIGN ENGINEER

PROJECT MANAGEMENT BRANCH
ASHE ☐ STE ☐
PLE ☐ RE ☐ PRE ☑
OCT 16 1979
REFERRED TO ___
FOR ___
FILE: PM FA LG.

1981 Pacific Blvd.-Santiam Hwy. 92
(Albany) Sec. of Waverly Dr.
(Grad., pav. & traffic sig.)

C&A 5759 7/28/76. 9/28/78. 2/4/81

8-26-80

9264

HIGHWAY DIVISION INVOICE

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DIVISION
TRANSPORTATION BUILDING
SALEM, OREGON 97310

INVOICE NUMBER	139381
DATE	5/23/84
YOUR ORDER NUMBER	
BILLING REQ. NUMBER	CA 2891
CODE	ALBANYC

CITY OF ALBANY
CITY HALL
ALBANY OR 97321

PREFIX	FUNC	SUB FUNC	OBJECT	P/N GROUP	AMOUNT
	324	02			3,474.93
322-1004	296	00	000		1,042.99
322-2513	296	00	000		2,431.94
322-1004	295	00	000		(1,042.99)
322-2513	295	00	000		(2,431.94)

DESCRIPTION	TOTAL PRICE
FINAL SETTLEMENT ON M-2955(1),(2),(3), PACIFIC BLVD.-SANTIAM HWY., WAVERLY DR., AGREEMENT #5759.	
CITY SHARE OF PE	3,706.07
CITY SHARE OF R/W	2,486.54
CITY SHARE OF CONST.	24,796.92
TOTAL CITY SHARE	30,989.53
LESS: ADVANCE DEPOSIT - PE	(1,760.00)
LESS: ADVANCE DEPOSIT - CONST.	(25,700.00)
LESS: CREDIT FOR WORK BY CITY - R/W	(54.60)
	3,474.93

PROGRAM SECTION
MANAGER ______ PROJECT UNIT ______
MAY 25 1984
MAN. ASSIST. ______ PROGRAM UNIT ______
REFER TO ______
FOR ______

110.00 ACCT. FINAL

IF YOU HAVE QUESTIONS ON THIS INVOICE, PLEASE CONTACT:

GARY ZEHNER PH: 378-6011 FOR CORRECTNESS OF CHARGES

OR DIANE GALIDA PH: 378-5035 PREPARER OF INVOICE

734-1150 (7-81)

9264

ITEMIZED STATEMENT OF FINAL COSTS DATE April 18, 1984

CITY: Albany AGREEMENT NO: 5759 PROJECT NO: M-2955(1)(2)(3)

CONTRACT NO: 9264 SECTION: Pacific Blvd.-Santiam Hwy., Waverly Dr.

Preliminary Engineering (Prefix No. 322-1944):

Project Manager	$12,463.71
Citizen Involvement	390.90
Payment to City	518.03
Final Design	10,829.82
Bridge Design	1.10
Field Testing	17.52
R/W Descriptions	3,167.52
Soils & Geology	2,716.74
Signing	5,598.93
R/W Liaison	2,112.93
Utility Liaison	488.71
Reconnaissance & Hydrology	987.76
Program Section	162.43
Specifications	2,185.67
Administrative Services	126.00
Environmental Section	9,267.71
Planning Section	53.88
Public Hearing	433.05

	TOTAL P.E. COST	$51,522.41
Less Federal Funds		(44,161.91)
	BALANCE	$ 7,360.50

Less Nonparticipating Costs:

Project Manager	$33.66	
R/W Liaison	17.99	$ (51.65)
Amount to be shared by State & City		$ 7,308.85

STATE SHARE: 50% of $7,308.85 = $ 3,654.43

CITY SHARE: (50% of $7,308.85) + 51.65 = $ 3,706.07

Right-of-Way (Prefix No. 322-2513):

Cost of land purchased		$ 6,849.00
Cost of Buildings & Equipment		233.00
Value of Trees, Shrubs, Etc.		5,378.00
Severance Damages		600.00
Appraisal Expense		5,474.79
Miscellaneous		143.50
Title & Recording Costs		629.61
Taxes		33.34
Negotiation Expense		4,513.41
Relocation Computation		144.76
Sale of Land & Timber		(50.00)
Legal		206.46
General Property Management		81.52
Appraisal Review		11.65
Work Performed by City		600.00
R/W Liaison		30.00
Program Section		75.86
Engineering		2,070.04
	TOTAL R/W COST	$27,024.94
Less Federal Funds		(22,081.86)
	BALANCE	$ 4,943.08
Less Nonparticipating R/W Liaison		(30.00)
	AMOUNT TO BE SHARED	$ 4,913.08

STATE SHARE: 50% of $4,913.08 = $ 2,456.54

CITY SHARE: (50% of $4,913.08) + $30.00 = $ 2,486.54

Construction (Prefix No. 322-1004):

Payment to Contractor		$370,526.29
Credit for Liquidated Damages		(3,450.00)
Interest		43.95
Credit for Retainage Administrative Cost		(29.77)
SFO #1 Permanent Striping		1,235.51
SFO #2 Cover Signs & Signals-Construction		150.00
SFO #3 Furnish Traffic Signal Control Program		1,000.00
Construction Engineering		39,837.95
Signing		49.46
Program Section		116.01
Accounting Section		29.77
Salem Lab.		1,351.54
Portland Lab.		3.37
Eugene Lab.		145.04
Technical Services		410.14
Construction Section		912.13
Region Office		1,782.68
Training		1,147.30
TOTAL CONST. COST		$415,261.37
Less Federal Funds		(365,766.87)
BALANCE		$ 49,494.50
Less Nonparticipating Costs:		
Payment to Contractor	$60.89	
Credit for Liq. Dam.	(31.05)	
Interest	43.95	
Credit for Ret. Adm. Cost	(29.77)	
Const. Engr.	366.31	
Accounting Sec.	29.77	
Training	25.55	(465.65)
AMOUNT TO BE SHARED		$ 49,028.85

STATE SHARE: 50% of ($49,028.85+366.31)= $ 24,697.58

CITY SHARE: 50% of ($49,028.85+366.31)+(465.65-366.31)= $ 24,796.92

SUMMARY

City Share P.E.	$3,706.07
" " R/W	2,486.54
" " Const.	24,796.92
TOTAL CITY SHARE	$30,989.53
Less Advance Deposit-P.E.	(1,760.00)
" " " Const.	(25,700.00)
Less Credit for Work by City - R/W	(54.60)
BALANCE DUE FROM CITY	$ 3,474.93

GEZ:cm

9264 3

U.S. GOVERNMENT PRINTING OFFICE: 1974 — 732 - 628

nig

cc: OSHD(Mr Coulter) / Region(HCM-010)

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL ACCEPTANCE REPORT

9-7-83

REGION NO. 10	REPORT NO. 2	COUNTY Linn	DIVISION Oregon
DATE OF REPORT 9-7-83	REPORT MADE BY W. H. Kappus, Area Engineer		PROJECT NO. M-2955(3)
COMPLETION DATE 3-2-82	ACCEPTANCE DATE BY CONTRACT AGENCY 6-4-82	TIME ELAPSED 111 %	CONTRACT TIME 210 CD
APPROVED EXTENSIONS None	LOCATION Waverlay Blvd btwn Pacific Blvd & Santiam Hwy in Albany, Oregon		

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.

*A copy of the State's materials certificate is attached to the Division office copy of this report.

There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

PACIFIC BLVD. - SANTIAM HIGHWAY
WAVERLY DRIVE (ALBANY)
Grading, Drainage, Paving, and Signals

This project provided for the upgrading of a narrow street to a 44-foot curbed section with drainage, sidewalks, and signals.

The contractor overran the contract time by 23 days. A total of $3,450 in liquidated damages was assessed for the 23 days. The total project costs underran by approximately $13,000. A change in construction staging, reducing the flagging item by one-half and adding extra depth CTB to replace a planned lime treatment of the subgrade, provided for this savings.

A final inspection of the completed project was made on March 2, 1983.

---whk---

RECEIVED
STATE HWY ENGR
SEP 21 '83
REFER TO
Keasey
FOR
Info Inves R/D D/R Sign Act File

NOTED
W. E. SCHWARTZ
ey
9/22

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE Original Signed By WILLIAM H. KAPPUS Area Engineer		SIGNATURE Original Signed By G. K. HOSSNER Field Operations Engineer	
TITLE Area Engr	DATE 9-7-83	TITLE Field Operations Engr	DATE 9/20/83

FORM FHWA-1446 B (12-73) FORMERLY PR-33E

Previous Editions of PR-33E Will Not Be Used.

9264

STATE OF OREGON
REGION II Highway Division

INTEROFFICE MEMO

TO: D. E. Swan
PROGRAM CONTROL ENGINEER

DATE: May 20, 1983

FROM: Phillip O. Stearns
REGION FEDERAL AID SPECIALIST

SUBJECT: Pacific Blvd. - Santiam Hwy. Section
Waverly Drive FAU 2955
Albany Urban Area

Attached is a request from the City of Albany for final costs on subject project.

Please process the request through appropriate channels.

POS/clm

Attachment

cc: Jan Peterson
What is status of Final Voucher?
G

PROGRAM SECTION
MANAGER ______ PROJECT UNIT ✓
MAY 23 1983
MAN. ASSIST. ______ PROGRAM UNIT ______
REFER TO ______
FOR ______

81-125-1387

City of Albany
PUBLIC WORKS DEPARTMENT

REGION 2 ENGINEER
RECEIVED
MAY 1 2 1983
☐ RLE ☐ RBE
☐ RE ☐ RCE ☐ RME ☐ RTE ☒ ROE
☐ ULE ☐ GEO ☐ RSO ☒ ENV ☒ RFE

May 10, 1983

Mr. C. O. Fredrickson
Region II Engineer
2960 East State Street
P.O. Box 14030
Salem, OR 97310

Dear Chuck:

SUBJECT: Federal Aid Project No. M-2955(3)

The Waverly Avenue project between Santiam Highway and Pacific Blvd. has been completed for some time now. The City proposes to assess the property owners for the local share of the project cost. We would like to make that assessment as soon as possible since the project has been completed for a long period of time. Your assistance in having the final costs of the project prepared and submitted to us will be appreciated.

Please contact me if you have any questions on this matter.

Sincerely,

John

John Joyce, P.E.
Public Works Director

nb

P. O. BOX 490 ◆ ALBANY, OREGON 97321 ◆ (503) 967-4318
AN EQUAL OPPORTUNITY EMPLOYER

9264 7-1-82 L,

REPORT OF ACTION UNDER DELEGATED AUTHORITY BY
ASSISTANT STATE HIGHWAY ENGINEER

On behalf of the Commission and under delegated authority, the following contracts were accepted as being completed according to specifications:

Contractor and Contract No.	Section and County	Acceptance Date
Babler Bros., Inc. No. 9320	Bombing Range Rd.-Butter Cr., Unit 1 Morrow County	June 2, 1982
Wildish Corvallis Const. No. 9239	Rowell St.-Lacreole Dr. (Dallas) Polk County	June 2, 1982
Morse Bros., Inc. No. 9264	Pacific Blvd.-Santiam Hwy.(Albany) Linn County	June 4, 1982
Willamette-Western, Alaska Constrs., Inc. & General Const. Co., J.V. No. 8526	Columbia Rv. Bridge (N. Channel Substructure) and Government Island Fill Multnomah, Oregon and Clark, Wash.	June 10, 1982
Ross Bros. Const., Inc. No. 9083	Nyberg Creek Bridge(Tualatin) Washington & Clackamas Counties	June 10, 1982
COMCO Const., Ore. Ltd., dba Salem Road & Driveway No. 9318	Boone Rd. SE-Barnes Ave. SE(Salem) Marion County	June 14, 1982
R. A. Hatch Co. No. 9101	Division St. NE-Trade St. NE (Salem) Marion County	June 17, 1982
Cushing Bros., Inc. No. 9343	Sunnyside Rd.-Commercial St. Marion County	June 29, 1982
Roseburg Paving, Inc. No. 9296	Dodge Canyon Cr.-Westwood St. Douglas County	June 29, 1982
Hertz Electric, Inc. No. 9245	NE Columbia Blvd. Traffic Signals @ 3 Intersections Multnomah County	June 29, 1982

July 1, 1982

W. E. Schwartz, P.E.
Asst. State Highway Engineer

9264

June 9, 1982

Safeco Insurance Companies
4101 S.W. Kruse Way
Lake Oswego, OR 97034

COM 5
#9264

Gentlemen:

Contract No. 9264 awarded to Morse Bros., Inc. for work on the Pacific Boulevard-Santiam Highway Section in Albany, Linn County, was completed on April 6, 1982, and accepted by the State Highway Division on June 4, 1982.

Final payment in the amount of $2,044.05 will be released to the contractor after June 14, 1982. The total contract amount is $367,076.29 including $677.46 for work performed under force account.

No claims for labor or material have been filed with us against the performance bond on this contract.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

kkr
cc: Morse Bros., Inc.
P. O. Box 7
Lebanon, OR 97355

bc: C. T. Keasey
Walt Hart
V. E. Skoog (Attn: Frank Griffin)
C. O. Fredrickson

9264 4

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Pacific Blvd-Santiam Hwy (Albany)
WEEK ENDING: Feb 13 1982
SECTION PREFIX: 322-1004
HIGHWAY: FAU 2955 (Waverly Drive)
COUNTY: Linn
NAME OF JOB: Pacific Blvd-Santiam Hwy(Albany)
KIND OF WORK: grading, paving, and traffic signals
CONTRACTOR: Morse Bros. Inc.
CONTRACT NUMBER: 9264
FEDERAL AID PROJECT NUMBER: M-2955(3)
DATE OF CONTRACT: 3/19/81
DATE WORK STARTED: 4/15/81
COMPLETION DATE: 12/2/81
SPECIFIED WORK DAYS: all work except traffic signals 180
WORK DAYS USED: 178
AVERAGE FORCE ON PROJECT FOR THE WEEK:
MEN: SUPERVISION
SPECIFIED CALENDAR DAYS: 210
CALENDAR DAYS USED: 233
SPECIFIED COMPLETION DATE:
PERCENT OF TIME ELAPSED: 99 & 111
PROJECT AUTHORIZATION: $ 428,263.13
PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
EXCLUSIVE OF ENGINEERING: $ 394,303
ENGINEERING AUTHORIZATION: $ 33,959.19
PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 97
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 372,000
ENGINEERING COST TO DATE: $ 43,000
DATE PROJECT WAS COMPLETED: 12/2/81
ESTIMATED PERCENT: OVERRUN UNDERRUN - 5.6 %
PERCENT OF AUTHORIZATION: 127 %

semi-final estimate was submitted to Region Office on Dec. 14th

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	PAVE.	MAT'L. PROD.	traffic signal	
100	100	100	100	100		100	

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	0.35	0.35			0.35
MILES PARTIALLY COMPLETED					
MILES COMPLETED	0.35	0.35			0.35
TOTAL ESTIMATED QUANTITIES (CONTRACT)	2,950 cy	2,000 ton			1,650 ton
TOTAL QUANTITIES CORRECTED TO DATE	3,600	3,325			1,667
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	same	same			same
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY				
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

RECEIVED
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CONSTRUCTION BRANCH
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GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY Feb 8, 1982	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Project completed.

Semi-final estimate submitted to Region Office Dec. 14th.

Final payroll x received from contractor on Feb 10th.

3rd Notification effective Feb 10th.

FINAL REPORT

SIGNED Kenneth D. Karnosh LOCATION Albany
Kenneth D Karnosh, Project Manager

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED SUBMIT 3 COPIES

SP-F216

ROAD DESIGN SECTION 378-6558

DES 16

December 21, 1981

C. O. Fredrickson
Region II Engineer, SALEM

W. H. Wakerlig
Right of Way Descriptions Supervisor

Pacific Blvd.-Santiam Hwy. (Albany) Section
Waverly Drive
Linn County

[illegible]
Anderson
Adams
Olson
Sullivan
Turpin
Trout A
Wakerlig

RECEIVED
DEC 21 1981
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring Up / /
Action

We are forwarding herewith a reproducible map covering the subject survey for your verification, narrative, professional seal, signature and submittal to the county per ORS 209.250.

The narrative shall explain the purpose of the survey, the basis on which lines were established and which found monuments and deed elements controlled the lines established or reestablished.

If, the narrative is a separate document, the narrative and the map should be referenced to each other and the narrative should contain additional information as follows:

1. Location of survey by ¼ Section, Donation Land Claim, Township and Range.
2. Date of Survey.
3. Surveyor's Seal.
4. Surveyor's business name and address.

By:

Arthur L. Dean
Sr. Engineer Draftsman

ALD:rlr
Attachment

9264

(MEMORANDUM)

FORM APPROVED BY
COMPTROLLER GENERAL,
U.S. MAY 12, 1966

S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

6-11-81

VOUCHER FOR WORK PERFORMED UNDER PROVISIONS OF THE FEDERAL AID AND FEDERAL HIGHWAY ACTS, AS AMENDED

S VOUCHER NO.

FHWA VOUCHER NO.

FHWA SCHEDULE NO.

APPROPRIATION

THE UNITED STATES, DR., TO *(Insert official or depositary named in project agreement)*

Treasurer of the State of Oregon

ADDRESS

Capitol Bldg.
Salem, OR 97310

PAID BY

(For use of Paying Office)

STATE

Oregon

VOUCHER PERIOD

FROM 4-22-76

TO 2-3-81

VOUCHER TYPE *(Check Appropriate Block)*

☐ CURRENT BILLING

☐ OTHER PROGRESS

☒ FINAL VOUCHER (*)

FEDERAL AID PROJECT NO.

M-2355(1)

(*) *Use Form FHWA-1447 for Final Voucher for a project constructed under certification acceptance or secondary road procedures (23 U.S.C. 117).*

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
$51,609.48	$51,470.76	85.80%	$44,161.91	$44,161.91	$ 0.00

RECEIVED DIVISION OFFICE

BY

DATE

DIVISION OFFICE REVIEW MADE

BY

DATE 6/11/81

PASSED FOR PAYMENT

BY V.E. Skeen, Controller

DATE

REMARKS Oregon

$ 0.00

FORM PR-20A
(Rev. 5-78)

PREVIOUS EDITIONS ARE OBSOLETE

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	Pacific Blvd.-Santiam Hwy. (Albany) Section City Street in Linn County					
	Preliminary Engineering Type Code P.E.					
	State	All Required			$51,470.76	
	Total Participating Cost				$51,470.76	
	Nonparticipating Cost					
	State	All Required			38.72	
	Total Project Cost				$51,509.48	
	Prepared based on Participating Costs as shown on Federal Billing as of 5/29/81					
	AMOUNT CARRIED FORWARD.					

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                                                                          SEPTEMBER 1983         PAGE  841
ACCOUNT SUMMARY - EXPENDITURES & LEDGERS
                                                                             FISCAL            GRAND TOTAL
     DESCRIPTION                  PREFIX  FUNCTION SUB F.  GR  CURRENT MONTH    YEAR TO DATE        TO DATE
                                                TOT      P1                                        3,868.06
                                            ** JOB TOTALS **               **              **      3,868.06  **

                                                                                                        STATE
PACIFIC BLVD-SANT HWY (ALBANY CONT NO    * FA PROJ NOS M   2955001 100                             1,410.00
                                  322   1944    295       00 N 9 Tr. City                         45,571.91CR
                                  322   1944    296       00 N 9 " St.                            44,161.91
                                  322   1944    298       00 N 9 " Fed                            12,430.05
                                  322   1944    901       00 P 1 Proj. Mgr.                           33.66
                                  322   1944    901       00 N 1 "    "                              390.90
                                  322   1944    902       00 P 1 citizenInv.                         518.03
                                  322   1944    903       00 P 1 Pay Loc. Govt                        21.17
                                  322   1944    904       00 P 1 consultant                       10,829.82
                                  322   1944    905       00 P 1 Fin. Des.                             1.10
                                  322   1944    906       0C P 1 Br.   "                              17.52
                                  322   1944    908       00 P 1 Field Testing                     3,167.52
                                  322   1944    909       00 P 1 R/w Des.                          2,695.57
                                  322   1944    910       00 P 1 Soils & Geo.                      5,598.93
                                  322   1944    911       00 P 1 Signing                           2,094.94
                                  322   1944    91:       00 P 1 R/w Lia.                             17.99
                                  322   1944    913       00 N 1 "    "                              488.71
                                  322   1944    914       00 P 1 Ut. Lia.                            987.76
                                  322   1944    918       00 P 1 Recon & Hwdr.                       162.43
                                  322   1944    920       00 P 1 Prog. Sec.                        2,185.67
                                  322   1944    921       00 P 1 Specs.                              126.00
                                  322   1944    922       00 P 1 Adm. Serv.                        9,267.71
                                  322   1944    923       00 P 1 Env. Sec.                            53.88
                                  322   1944    924       00 P 1 Planning Sec.                       433.05
                                  3:2   1944    980       00 P 1 Pub. Hearing                     51,470.76
                                                TOT       P1                                          51.65
                                                TOT       N1               **              **     51,522.41  **
                                            ** JOB TOTALS **

                                                                                                        STATE
                                 CONT NO       FA PROJ NOS                                            35.45CR
                                  322   1949    296       00 N 9                                      35.45
                                  322   1949    299       00 N 9                                               **
                                            ** JOB TOTALS **               **              **

                                                                                                        STATE
SPRRXING & W ROSE, LEBANON       CONT NO     * FA PROJ NOS RRS 5560001 100                           815.76CR
                                  322   1951    296       00 N 9                                     734.18
                                  322   1951    298       00 N 9                                      81.58
                                  322   1951    299       00 N 9                                      50.01
                                  322   1951    905       00 P 1                                     765.75
                                  322   1951    907       00 P 1                                     815.76
                                                TOT       P1               **              **        815.76  **
                                            ** JOB TOTALS **
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PROGRAM SECTION
MANAGER ______ PROJECT UNIT ______
NOV 1 0 1983
MAN. ASSIST. ______ PROGRAM UNIT ______
REFER TO ______
FOR ______

322-2513

(ORIGINAL)

FORM APPROVED BY COMPTROLLER GENERAL, U.S. MAY 12, 1966	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	STATE VOUCHER NO.
VOUCHER FOR WORK PERFORMED UNDER PROVISIONS OF THE FEDERAL AID AND FEDERAL HIGHWAY ACTS, AS AMENDED		FHWA VOUCHER NO.
APPROPRIATION		FHWA SCHEDULE NO.
THE UNITED STATES, DR., TO *(Insert official or depositary named in project agreement)* Treasurer of the State of Oregon		PAID BY *(For use of Paying Office)*
ADDRESS Capitol Building Salem, OR 97310		

STATE Oregon		VOUCHER TYPE *(Check Appropriate Block)* ☐ CURRENT BILLING	
VOUCHER PERIOD	FROM 12-17-79	☐ OTHER PROGRESS	FEDERAL AID PROJECT NO.
	TO 12-31-83	☒ FINAL VOUCHER (*)	M-2955(2)

(*) Use Form FHWA-1447 for Final Voucher for a project constructed under certification acceptance or secondary road procedures (23 U.S.C. 117).

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
26,970.34	26,994.94	81.80%	22,081.86	22,081.86	0.00

I certify that the costs shown in this voucher have been incurred in accordance with terms of project agreements; applicable State and Federal laws or regulations; and that no claim has previously been submitted for costs claimed.

STATE HIGHWAY AGENCY Oregon	DATE 2/23/84	SIGNATURE OF AUTHORIZED OFFICIAL Controller

I certify that supporting records for costs claimed, and the referenced project (if applicable), have been subjected to required reviews, approvals and inspections by the Federal Highway Administration and that the amount approved is justly due.

AMOUNT SUBMITTED $0.00	SIGNATURE OF FHWA REPRESENTATIVE (SIGN ORIGINAL ONLY)
ADJUSTMENTS	
AMOUNT APPROVED	DATE APPROVED

FORM PR-20
(Rev. 5-78)

PREVIOUS EDITIONS ARE OBSOLETE

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	Pacific Blvd.-Santiam Highway (Albany) Section Linn County					
	Type Code ROW					
	Right of Way (Sta. 8+45 to Sta. 26+70)					
	Right of Way		All Required		$13,060.00	
	Acquisition Expense					
	State		All Required		$13,934.94	
	Total Participating Cost				$26,994.94	
	Non Participating Items					
	Acquisition Expense		All Required		30.00	
	City of Albany Share of Project Cost				(54.60)	
	Total Non Participating Cost				(24.60)	
	Total Project Cost				$26,970.34	
	Participating cost are for right of way actually incorporated in the final project and all cost have been previously certified by the Right of Way Engineer					
	Prepared based on Participating cost as shown on the Federal Billing as of 3-1-84					
	AMOUNT CARRIED FORWARD					

ACCOUNT SUMMARY - EXPENDITURES & LEDGERS

DESCRIPTION		PREFIX	FUNCTION	SUB	F.	GR		CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE	
	320	2529	430	00	P	1			102.09	514.28	
	320	2529	913	00	P	1			171.30	171.30	
	320	2529	920	00	P	1		138.57	138.57	138.57	
			TOT		P1			138.57	411.96	832.20	
			** JOB TOTALS **					138.57 **	411.96 **	832.20 **	
PAC BLVD-SANTIAM HWY ALBY	CONT NO	X FA PROJ NOS M	2955002 100								STATE
	322	2513	294	00	N	1	Cr. Work by City		54.60CR	54.60CR	
	322	2513	296	00	N	9	Tr. St.		503.04CR	22,081.86CR	
	322	2513	298	00	N	9	" Fed.		503.04	22,081.86	
	322	2513	401	00	P	1	Cost of land Purchased			6,849.00	
	322	2513	403	00	P	1	Cost of Bldgs & Equip.			233.00	
	322	2513	404	00	P	1	Value of Trees, Shrubs, Etc.			5,378.00	
	322	2513	405	00	P	1	Severance damages			600.00	
	322	2513	407	00	P	1	Appraisal Expense			5,474.79	
	322	2513	409	00	P	1	Misc.			143.50	
	322	2513	412	00	P	1	Title & recording costs			629.61	
	322	2513	413	00	P	1	Taxes			33.34	
	322	2513	414	00	P	1	Negotiation Exp			4,513.41	
	322	2513	415	00	P	1	reloc Comp.			144.76	
	322	2513	419	00	P	1	Sale of land & timber			50.00CR	
	322	2513	426	00	P	1	Legal			206.46	
	322	2513	428	00	P	1	Gen. Prop. Mgmt.			81.52	
	322	2513	430	00	P	1	Appraisal Review			11.65	
	322	2513	903	00	P	1	Pay Loc. Govt.		600.00	600.00	
	322	2513	913	00	N	1	R/W Liais			30.00	
	322	2513	920	00	P	1	Prog. Sec.			75.86	
	322	2513	930	00	P	1	Engr.		8.94	2,070.04	
			TOT		P1				608.94	26,994.94	
			TOT		N1				54.60CR	24.60CR	
			** JOB TOTALS **					**	554.34 **	26,970.34 **	
FRONTST. PACHWYE(WOODBRN)	CONT NO	FA PROJ NOS M	5262002 100								STATE
	324	2521	295	00	N	9				855.00	
	324	2521	296	00	N	9			15.43CR	7,778.47CR	
	324	2521	298	00	N	9			15.43	6,923.47	
	324	2521	401	00	P	1				2,165.00	
	324	2521	404	00	P	1				535.00	
	324	2521	407	00	P	1				2,218.10	
	324	2521	409	00	P	1				31.02	
	324	2521	412	00	P	1				72.29	
	324	2521	414	00	P	1				2,211.81	
	324	2521	415	00	P	1				37.78	
	324	2521	913	00	P	1				2.40	
	324	2521	920	00	P	1				72.55	
	324	2521	930	00	P	1				626.19	
			TOT		P1					8,072.14	
			** JOB TOTALS **					**	**	8,072.14 **	

801
BILLING NUMBER 34

OREGON STATE HIGHWAY DEPARTMENT
FHWA BILLING VOUCHER

03/15/84

PREFIX	GRP EL	FED AID PROJ APPR	AGREEMENT AMOUNT	TOTAL COSTS TO DATE	PARTIC. AMOUNT	% OF PARTIC.	FEDERAL SHARE	AMOUNT PREV. CLAIMED	ADJUSTMENT AND CODE	AMOUNT OF THIS VOUCHER
234-2537	1	XIO -9326-009 APPR-772	255,000.00	147,859.71	148,011.31	85.00	125,809.61	125,770.85		38.76
236-2515	1*	RRO -000S-037 APPR-685	9,793.87	10,882.74	10,882.08	90.00	9,793.87	9,793 87		
236-2516	1	SOS -3600-001 APPR-680	4,280.00	3,675.13	3,675.13	85.77	3,152.16	3,152.16		
302-2507	1*	M -2110-003 APPR-W32	139,515.55	311,765.70	171,568.99	81.80	140,343.43	139,515.55	827.88 B	
302-2508	1*	M -2120-002 APPR-W32	11,928.17	15,727.07	13,527.07	88.18	11,928.17	11,928.17		
303-2528	1	XI -9665-008 APPR-823	24,918.91	39,358.88	37,945.69	85.00	32,253.84	24,918.91	7,334.93 B	
303-2531	1*	XIO -9714-005 APPR-272	21,436.69	25,238.08	25,219.63	85.00	21,436.69	21,436.69		
303-2532	1	XIO -9665-009 APPR-772	55,590.00	76,877.64	66,963.37	85.00	56,918.36	55,590.00	1,328.86 B	
303-2534	1	XIO -9659-009 APPR-772	7,990.00	8,952.03	8,952.03	85.00	7,609.23	7,593.93		15.30
	2	XI -9659-009 APPR-823	12,155.00	14,300.00	14,300.00	85.00	12,155.00	12,155.00		
303-2534		PREFIX TOTALS	20,145.00	23,252.03	23,252.03		19,764.23	19,748.93		15.30
303-2537	1	XIO -9473-003 APPR-772	450,500.00	149,282.90	149,251.85	85.00	126,864.07	126,292.97		571.10
	2	XIO -9473-003 APPR-580	833.00			85.00				
303-2537		PREFIX TOTALS	451,333.00	149,282.90	149,251.85		126,864.07	126,292.97		571.10
303-2541	1	XIO -9473-003 APPR-580	70,000.00	32,807.35	32,807.35	85.00	27,886.25	27,822.56		63.69
306-2513	1*	M -2691-002 APPR-W32	78,937.55	98,179.50	92,033.99	85.77	78,937.55	78,937.55		
309-2507	1*	M -3225-003 APPR-W32	227,953.54	253,335.62	278,569.65	81.83	227,953.54	227,953.54		
315-2519	1*	M -3920-002 APPR-W32	11,700.62	13,719.65	13,637.09	85.80	11,700.62	11,700.62		
315-2523	1	M -3920-004 APPR-W32	142,800.00	141,126.35	139,836.51	88.15	123,265.88	123,265.88		
315-2524	1*	RS -A368-002 APPR-075	31,964.96	36,249.67	36,249.67	88.18	31,964.96	31,964.96		
315-2525	1	M -2421-002 APPR-W32	171,951.00	195,115.34	195,115.34	88.18	172,052.71	171,951.00	101.71 B	
317-2516	1	M -3650-002 APPR-W32	79,362.00	92,346.35	92,198.46	88.18	81,300.60	79,362.00	1,938.60 B	
320-2528	1	M -1140-002 APPR-W32	88,180.00	100,303.68	99,817.99	88.18	88,019.50	88,019.50		
320-2529	1	M -1308-001 APPR-W32	672,282.00	832.20	832.20	88.18	733.83	611.64		122.19
322-2513	1*	M -2955-002 APPR-W32	22,081.86	26,970.34	26,994.94	81.80	22,081.86	22,081.86		
324-2521	1	M -5262-002 APPR-W32	10,578.00	8,072.14	8,072.14	85.77	6,923.47	6,923.47		

332-1004

(ORIGINAL)

FORM APPROVED BY COMPTROLLER GENERAL, U.S. MAY 12, 1966 U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	STATE VOUCHER NO.
VOUCHER FOR WORK PERFORMED UNDER PROVISIONS OF THE FEDERAL AID AND FEDERAL HIGHWAY ACTS, AS AMENDED	FHWA VOUCHER NO.
APPROPRIATION	FHWA SCHEDULE NO.
THE UNITED STATES, DR., TO *(Insert official or depository named in project agreement)* Treasurer of the State of Oregon	PAID BY
ADDRESS Capitol Bldg. Salem, OR 97310	*(For use of Paying Office)*

STATE Oregon		VOUCHER TYPE *(Check Appropriate Block)* ☐ CURRENT BILLING	
VOUCHER PERIOD	FROM 2/4/81	☐ OTHER PROGRESS	FEDERAL AID PROJECT NO. M-2955(3)
	TO 8/ / 83	☒ FINAL VOUCHER (*)	

(*) Use Form FHWA-1447 for Final Voucher for a project constructed under certification acceptance or secondary road procedures (23 U.S.C. 117).

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
$413,586.24	$413,120.59	88.18%	$364,289.74	$364,289.74	$ 0.00
1,675.13	1,675.13	88.18%	1,477.13	1,477.13	0.00
$415,261.37	$414,795.72	88.18%	$365,766.87	$365,766.87	$ 0.00

I certify that the costs shown in this voucher have been incurred in accordance with terms of project agreements; applicable State and Federal laws or regulations; and that no claim has previously been submitted for costs claimed.

STATE HIGHWAY AGENCY	DATE	SIGNATURE OF AUTHORIZED OFFICIAL
Oregon	8/26/83	Controller

PROGRAM SECTION
MANAGER ______ PROJECT UNIT ______
1983
MAN. ASSIST. ______ PROGRAM UNIT ______
REFER TO ______
FOR ______

I certify that supporting records for costs claimed, and the referenced project (if applicable), have been subjected to required reviews, approvals and inspections by the Federal Highway Administration and that the amount approved is justly due.

AMOUNT SUBMITTED
$ 0.00

ADJUSTMENTS

AMOUNT APPROVED

SIGNATURE OF FHWA REPRESENTATIVE
(SIGN ORIGINAL ONLY)

DATE APPROVED

FORM PR-20
(Rev. 5-78)

PREVIOUS EDITIONS ARE OBSOLETE

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	Pacific Blvd.-Santiam Hwy. (Albany) Section Waverly Drive, Albany Linn County					
	Construction Type Code 6204 Roadway (Sta. 8+23 To Sta. 26+86)					
	Final Contract Payment Summary	Lump	Sum		$370,465.40	
SFO	#1 Permanent Pavement Striping (State)	All	Required		1,235.51	
SFO	#2 Cover signs and signals during construction (State)	All	Required		150.00	
SFO	#3 Furnish traffic signal control program to contractor (State)	All	Required		1,000.00	
	Total Participating Construction				$372,850.91	
	Construction Engineering					
	State	All	Required		$ 45,363.76	
	Liquidated Damages	Lump	Sum		(3,418.95)	
	Total Participating Construction Engineering				$ 41,944.81	
	Total Participating Project Cost				$414,795.72	
	Nonparticipating Project Cost					
	Interest on Final Payments	All	Required		$ 43.95	
	Final Contract Payment Summary	Lump	Sum		60.89	
	Construction Engineering	All	Required		391.86	
	Liquidated Damages	Lump	Sum		(31.05)	
	Total Nonparticipating Project Cost				$ 465.65	
	Total Project Cost				$415,261.37	
	Prepared based on Participating Costs as shown on Federal Billing as of 9/1/83.					
	AMOUNT CARRIED FORWARD.....					

ACCOUNT SU‾ARY - EXPENDITURES & LEDGERS

DESCRIPTION	PREFIX	FUNCTION	SUB	F. GR		CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE	ACTIVE YRS BEG	END
	322	1001	915	00 P 1				718.98	82	83
	322	1001	920	00 P 1				82.26	80	83
	322	1001	948	00 P 1				30.51	81	83
			TOT	P1				63,589.12		
			TOT	N1				195.95CR		
			** JOB TOTALS **			**	**	63,393.17 **		

PAC BLVD-SANT HWY(ALBANY) CONT NO 9264 * FA PROJ NOS M 2955003 100

M 2955003 STATE

DESCRIPTION	PREFIX	FUNCTION	SUB	F. GR		CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE	ACTIVE YRS BEG	END
	322	1004	201	00 P 1	Pay Contractor			368,790.27 ✓	81	82
	322	1004	201	00 P 8	" "			1,675.13 ✓	81	81
	322	1004	201	00 N 1	"			60.89 ✓	82	82
	322	1004	203	00 P 1	Cr. Liq. Dam.		31.05	3,418.95CR ✓	81	83
	322	1004	203	00 N 1	" "		31.05CR	31.05CR ✓	83	83
	322	1004	206	00 N 1	Int.			43.95 ✓	82	82
	322	1004	208	00 N 1	Cr. Ref. Adm Cost			29.77CR ✓	82	82
	322	1004	210	03 P 1	SFO #3			1,000.00 ✓	83	83
	322	1004	270	01 P 1	SFO #1			1,235.51 ✓	81	82
	322	1004	270	02 P 1	SFO #2			150.00 ✓	83	83
	322	1004	295	00 N 9	Tr. City	151.81CR	151.73CR	25,700.00 ✓	81	83
	322	1004	296	00 N 9	" St.	151.81	151.73	391,466.87CR ✓	81	83
	322	1004	298	00 N 9	" Fed			365,766.87 ✓	81	83
	322	1004	900	00 P 1	Const. Engr.			39,385.08 ✓	81	83
	322	1004	900	00 N 1	" "			366.31 ✓	81	83
	322	1004	911	00 P 1	Signing			49.46 ✓	81	81
	322	1004	920	00 P 1	Prog. Sec.			116.01 ✓	81	81
	322	1004	928	00 N 1	Accounting Sec.		.03	29.77 ✓	82	83
	322	1004	940	00 P 1	Salem Lab			1,351.54 ✓	81	81
	322	1004	941	00 P 1	Port. "			3.37 ✓	81	82
	322	1004	942	00 P 1	Eugene "			145.04 ✓	81	82
	322	1004	944	00 P 1	Tech. Serv.			410.14 ✓	81	82
	322	1004	945	00 P 1	Const. Sec.		~~14.30~~	~~926.43~~ 912.13 ✓	81	83
	322	1004	946	00 P 1	Reg. Off.			1,782.68 ✓	81	82
	322	1004	948	00 P 1	Tot. Const. Engr.			86.56 ✓	81	81
	322	1004	950	00 P 1	Training			1,121.75	81	82
	322	1004	950	00 N 1	"			25.55	81	81
			TOT	P1			45.35	~~413,134.89~~ 413,120.59		
			TOT	P8				1,675.13		
			TOT	N1			31.02CR	465.65		
			** JOB TOTALS **			**	14.33 **	~~415,275.67~~ 415,261.37 **		

ARY ST-ALBANY AVE CONT NO 9453 FA PROJ NOS M 2940002 95

M 2940002 05 STATE

DESCRIPTION	PREFIX	FUNCTION	SUB	F. GR		CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE	ACTIVE YRS BEG	END
	322	1009	201	00 P 1				443,862.70	82	83
	322	1009	201	00 P 8				7,262.18	82	83
	322	1009	201	00 N 1				2,600.00	83	83
	322	1009	203	00 P 1				9,750.00CR	82	83
	322	1009	203	00 N 1				3,600.00	83	83
	322	1009	204	00 P 1				7,600.00CR	82	83

801
BILLING NUMBER 14

OREGON STATE HIGHWAY DEPARTMENT
FHWA BILLING VOUCHER

10/27/83

PREFIX GRP FED AID PROJ FL APPR	AGREEMENT AMOUNT	TOTAL COSTS TO DATE	PARTIC. AMOUNT	% OF PARTIC.	FEDERAL SHARE	AMOUNT PREV. CLAIMED	ADJUSTMENT AND CODE	AMOUNT OF THIS VOUCHER
8 M -1140-003 APPR-W32	38,000.00	40,040.37	40,039.49	88.15	35,294.81	34,282.86		1,011.95
320-1067 PREFIX TOTALS	658,311.00	699,187.26	699,099.63		616,256.32	572,395.92		43,860.40
320-1069 1 BROS-2003-004 APPR-117	165,700.00	191,350.75	191,017.10	80.00	152,813.68	152,596.36		217.32
320-1071 1 SOS -2003-002 APPR-680	28,352.00	74,440.39	74,440.39	88.15	65,619.20	28,352.00	37,267.20 B	
320-1075 1 RRP -1355-001 APPR-139	65,925.00	156.47	156.47	90.00	140.82	140.82		
320-1078 1 RRP -000S-043 APPR-139	77,914.00			90.00				
320-1081 1 RRP -000S-047 APPR-139	79,710.00			90.00				
321-1009 1# M -6885-001 APPR-W32	57,636.01	65,454.72	65,384.02	88.15	57,636.01	57,636.01		
2# M -6890-001 APPR-W32	85,021.28	96,566.07	96,450.69	88.15	85,021.28	85,021.28		
321-1009 PREFIX TOTALS	142,657.29	162,020.79	161,834.71		142,657.29	142,657.29		
321-1012 1 PMS -000S-113 APPR-140	19,318.00	15,735.40	15,710.18	100.00	15,710.18	15,710.18		
8 PMS -000S-113 APPR-140	17,832.00	17,744.77	17,721.49	100.00	17,721.49	17,721.49		
321-1012 PREFIX TOTALS	37,150.00	33,480.17	33,431.67		33,431.67	33,431.67		
322-1004 1 M -2955-003 APPR-W32	364,289.74	~~413,600.54~~ 413,586.34	~~413,134.89~~ 413,120.59	88.18	~~364,302.35~~	364,289.74	12.61 B	
8 M -2955-003 APPR-W32	1,477.13	1,675.13	1,675.13	88.18	1,477.13	1,477.13		
322-1004 PREFIX TOTALS	365,766.87	415,261.37 ~~415,275.67~~	414,795.72 ~~414,810.02~~		365,766.87 ~~365,779.48~~	365,766.87	12.61	
322-1009 1 M -2940-002 APPR-W32	424,796.00	481,908.81	475,708.81	88.18	419,480.03	419,390.12		89.91
8 M -2940-002 APPR-W32	22,000.00	7,018.10	7,018.10	88.18	6,188.56	6,183.83		4.73
-1009 PREFIX TOTALS	446,796.00	488,926.91	482,726.91		[illegible]5,668.59	425,573.95		94.64
-1014 1 RRS -000S-002 APPR-138	76,450.00	80,579.38	80,579.38	90.00	[illegible] 521.44	72,521.44		
016 1 M -0000-050 APPR-W32	168,531.00	175,017.23	175,677.92	88.15	154,860.09	154,824.70		35.39
8 M -0000-050 APPR-W32	2,000.00	958.17	958.17	88.15	844.63	844.63		
016 PREFIX TOTALS	170,531.00	175,975.40	176,636.09		155,704.72	155,669.33		35.39
017 1 RRP -2845-001 APPR-139	66,763.00	32,918.66	32,918.66	90.00	29,626.79	29,500.89		125.90
018 1 RRP -000S-037 APPR-139				90.00				
90 1 RRP -000S-014 APPR-139	172,454.00	33,422.80	33,422.80	90.00	30,080.52	29,709.79		370.73

9264

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

4-14-81

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. M-2955(3)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Linn

3. FROM Dale E. Wilken, Division Administrator
FHWA, Oregon Division

4. PROGRAM NO.

5. ITEM NO. 00036

6. TO

Mr. H. S. Coulter
State Highway Engineer
Oregon State Highway Division
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 4-14-81

8. FEDERAL ROUTE NUMBER FAU 2955

9. STATE ROUTE NUMBER City Street

10. GENERAL LOCATION: Pacific Blvd. - Santiam Highway (Albany) Section

11. GENERAL DESCRIPTION OF WORK Cover signs and traffic signals during construction

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
☒ CONSTRUCTION PROCEED ON ~~XXXXXXXXXXXXXXXXXX~~ FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

I approve the advance authorization date of 4-14-81 as requested in Mr. Keasey's letter of 4-17-81 as being in the public interest for the use of State Forces to proceed with the above work. State Force Order No. 2 is approved for a TEC of $370., Federal funds $326.

'81

Moehring

Orig to:
4-27-81

14. DATE 4-14-81

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hossner

16. TITLE for Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

9264

STATE COPY

2.

TO BE COMPLETED BY FHWA 4-7	**U.S. DEPARTMENT OF TRANSPORTATION** **FEDERAL HIGHWAY ADMINISTRATION** **FEDERAL-AID PROJECT AGREEMENT** 3/24/81	STATE OREGON COUNTY LINN PROJECT NO. M-2955(3)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

City St., SR 99 to US 20 (Albany)

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	2-4-81	0.353

OTHER *(Specify)*

FUNDS PRO RATA 88.18%

ESTIMATED TOTAL COST OF PROJECT $ 425,766.00	FEDERAL FUNDS $ 375,438.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By R.F. Moeberg

Assistant State Highway Engineer
(Title)

XX For: H.S. Coulter

State Highway Engineer
(Title)

By ______

______
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By ______
(Division Administrator)

For: E.J. Valach (Acting)

Date executed by Division Administrator MAR 24 1981

FORM PR-2 (REV. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

file

Oregon State Highway Division
Salem, Oregon, March 12, 1981

Federal Aid Project
No. M-2955 (3)

Pacific Blvd. - Santiam Hwy. (Albany) Section
Waverly Drive, Albany
Linn County

Project Agreement Estimate

Type Code 6204
Roadway (Sta. 8+23 to Sta. 26+86)

Mobilization	All Required		$ 11,481.56
Temporary Protection and Direction of Traffic	All Required		5,618.00
Temporary Signs	390 Sq. Ft.	$ 4.24	1,653.60
Temporary Barricades	19 Each	42.40	805.60
Temporary Plastic Safety Markers	14 Each	47.70	667.80
Flagmen	800 Hr.	23.32	18,656.00
Clearing and Grubbing	All Required		1,604.84
Removal of Structured and Obstructions	All Required		1,604.00
General Excavation	2,950 Cu. Yd.	3.48	10,266.00
Trench Excavation	2,180 Cu.Yd.	3.18	6,932.40
Finishing Roadbed and Slopes	All Required		2,210.00
Watering	30 M-Gal	26.50	795.00
Aggregate Base	160 Cu. Yd.	18.26	2,921.60
Lime Treated Subgrade	8,600 Sq. Yd.	1.33	11,438.00
Lime for Treated Subgrade	120 Ton	86.62	10,394.40
Cement Treated Bse Mixture	2,000 Ton	8.09	16,180.00
Portland Cement in CTB Mixture	110 Ton	85.70	9,427.00
Asphalt in Seal	10 Ton	235.32	2,353.20
Class "C" Asphalt Concrete	1,650 Ton	28.77	47,470.50
10-inch Sewer Pipe	12 Lin. Ft.	13.78	165.36
12-inch Sewer Pipe	815 Lin. Ft.	15.90	12,958.50
21-inch Sewer Pipe	580 Lin. Ft.	25.97	15,062.60
24-inch Sewer Pipe	1,715 Lin. Ft.	28.09	48,174.35
Concrete Manholes	7 Each	1,074.84	7,523.88
Special Manhole	2 Each	795.00	1,590.00
Concrete Inlets, Type CG-1	24 Each	493.00	11,832.00
Concrete Walks	200 Sq. Yd.	12.70	2,540.00
Concrete Driveways	630 Sq. Yd.	13.83	8,712.90
Concrete Curbs	3,625 Lin. Ft.	4.77	17,291.25
Extra for Asphalt Approaches	7 Each	212.00	1,484.00
Loose Riprap, Class 100	40 Cu. Yd.	20.00	800.00
Adjusting Manholes	4 Each	106.00	424.00
Lawn Construction	All Required		1,150.00
			$291,648.34

Anticipated Items

Permanent Pavement Striping	All Required	$ 1,400.00
Temporary Erosion Control	All Required	200.00
S.F. Software	All Required	1,000.00
		$ 2,600.00
	Subtotal	$294,248.34
	Engineering	39,723.66
	Total	$333,972.00

Type Code Y031
Traffic Signal (Sta. 8+23 to Sta. 26+86)

Traffic Signal Installation, Complete	All Required	$ 80,876.00
	Subtotal	$ 80,876.00
	Engineering	8,918.00
	Engineering (Signal Controller Testing)	2,000.00
	Total	$ 91,794.00

Length of Roadway 0.353 Mi.
Cost of Roadway Per Mile $946,096.31

Worked Retained in Program Status
(not included in amounts below)

Plant Disturbed Areas of Lake Bank	All Required	$ 200.00

SUMMARY OF FUNDS (88.18%)

Description	Total Cost	Federal Funds	State Funds	City Funds
Roadway	$333,972.00	$294,496.00	$19,738.00	$19,738.00
Traffic Signals	91,794.00	80,942.00	5,426.00	5,426.00
Total	$425,766.00	$375,438.00	$25,164.00	$25,164.00

Group 1	100%
Contract No.	9264
Prefix	322-1944
Prefix	322-1004

9214

3-11-81

#4418

RECEIV
STATE HWY
MAR 16 '81
REFER TO
Info
Inve
P/D
D/S
Sign
Act
File
FC

Orig D.
3-18-81

LIMITED POWER OF ATTORNEY
LOCAL GOVERNMENT INVESTMENT POOL

The City of Albany (Local Government Unit) hereby appoints the Investment Manager of the Oregon State Excess Fund, as attorney in fact for it and said officer shall have the power of attorney to negotiate warrants made payable to the Oregon State Department of Transportation, Highway Division and delivered to said officer by either H. S. Coulter, State Highway Engineer; Vernon E. Skoog, Highway Division Controller; Frank R. Griffin, Highway Division Assistant Controller; or Richard Hacek, Highway Division Assistant Controller for the State of Oregon, for the purpose of depositing the proceeds of such warrents to the account of the Oregon State Department of Transportation, Highway Division, with the Oregon State Treasurer.

The City of Albany (Local Government Unit) has deposited with the State of Oregon Investment Pool the sum of $ 25,700.00. The purpose of this deposit is to create a fund from which to pay its share of the cost of certain improvements to be made in connection with (Project Name)

Pacific Blvd. - Santiam Highway Section of Waverly Drive in Albany.

By this document it authorizes the Highway Division of the State of Oregon, Department of Transportation to draw on the account created by this instrument for the purposes above stated with the State Excess Fund. The authorized signatures of withdrawal will be one of any of the following: H. S. Coulter, Vernon E. Skoog, Frank R. Griffin, or Richard J. Hacek. The signature of either upon a voucher in a form acceptable to the custodians of the State Investment Pool shall constitute proper authority for the withdrawal of money up to the total amount of the deposit identified above.

The authorized signatures of the above individuals shall be furnished by the Highway Division of the Department of Transportation to the State Treasury Department.

This power of attorney was authorized by City of Albany (Local Government Unit)

this 11th day of March, 1981 by a vote of the majority of a quorum of its governing body.

Jerry Maddy
James F. Couser
Mary E. Fairchild

Marvin R. Ashton
Kyla E. Rause

Form No. 734-1812(2-80)

9264

February 27, 1981

ACC

City of Albany
City Hall
Albany, Oregon 97321

Attn: Bob Jackson
Director of Public Works

Gentlemen:

On February 26, 1981 the Highway Division received a satisfactory bid from Morse Bros. Inc., P.O. Box 7, Lebanon, Oregon 97355 for Pacific Blvd.-Santiam Highway Section of Waverly Drive in Albany. We anticipate the construction cost to be:

Contractor's Bid		$372,524.34
Anticipated Additional Items:		
Permanent Pavement Striping	$1,400.00	
Temporary Erosion Control	200.00	
State Furnished Software	1,000.00	
Signal Controller Testing(Engineering)	2,000.00	
Plant Disturbed Areas of Lake Bank	200.00	$ 4,800.00
		$377,324.34
4 1/2% Contingencies		16,979.60
9% Engineering		33,959.19
ESTIMATED TOTAL COST		$428,263.13
Less Federal Funds (88%)		376,871.55
Less State Funds (6%)		25,695.79
CITY SHARE (6%)		$ 25,695.79

We will award the contract when we receive your advance deposit of $25,700.00, which should be in this office no later than March 20, 1981.

The attached sheet describes the three options for making your advance deposit. Please select the option you desire and submit your advance deposit according to the instructions.

Very truly yours,

D. E. Swan
Operation Programming Engineer

$25700.00 Rec'd in L.G.I.P.
3-19-81
per Jan Peterson
Contract Acctg.

KEH:pf
Attachment

bcc w/AD # 875: Phil Stearns, Region 2 Federal Aid Engineer
Vern Skoog - Please return completed AD # 875
when advance deposit is received.

/ 9264

Section Pacific Blvd-Santiam Hwy (Albany) Programming Estimate $ 642,000

Highway FAU 295 ject Length 0.35 mile

County Linn Completion Time 210 Calendar Days

Kind of Work Grading, Paving & Signals Est. Comp. Date 10-25-81

Prefix 322-1944 Letting Date 2-26-81 Project No. M-295(3)

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount		$ 562,189 00
Anticipated Additional Items:		
Royalty Payment.		
Permit Fees		
Slide Correction		
Railroad Protective Costs		
Other Railroad Costs		
Permanent Signing		
Permanent Pavement Striping.	1400	
Temporary Pavement Striping.		
Remove Pavement Striping (Exist. & Temp.) . . .		
Temporary Erosion Control	200	
State Furnished [illegible]	1000	
~~Roadside Seeding &~~ Mulching		$ 4800
Asphalt Cement Adjustment		
On the Job Trainees		
State Responsibility for Damages		
Signal Controller Testing (Engineering)	2,000	
Bikeway Signs		
Furnish Mailbox Posts		
Adjust Utilities:		
. . . .		
. . . .		
. . . .		
[illegible] bank . .	200	
Subtotal		$ 566,989
Contingencies (4-1/2%)		25,514 51
Engineering (8, 9, ~~10%~~)		51,029 01
Subtotal		$
Credit for ______________		
Estimated Net Authorization, Construction		$ 643,532 52

APPROVED

J H Cawnting
Road Design Engineer

(a)

NOTED
D. O. Christensen

Rev. 5/79

OREGON STATE HIGHWAY DIVISION

SU~~MMARY--BID SCHEDULE~~--COST ESTIMATE

Sheet 1 of 2

Date 8-25-80

ction [illegible]

County Linn

ind Of Work Grading, Paving, Signals

Length 0.35 mi

Name Galloway

10-4-80 8

Item	Code	Unit	Quant.	Unit Cost	Total
1. Mobilization		Lump Sum	All	(6%)	32,000
2. Temporary Protection And Direction Of Traffic		Lump Sum	All	—	3,200
3. Temporary Signs		Sq. Ft.	390	6^{00}	2,340
4. Temporary Barricades		Each	19	125^{00}	2,375
5. Temporary Plastic Safety Markers		Each	14	80^{00}	1120
6. Flagmen		Hr.	800	23^{50}	18,800
ROADWORK					
7 Clearing And Grubbing		Lump Sum	All	—	$2,000^{00}$
8. Removal Of Structures And Obstructions		Lump Sum	All	—	$10,000^{00}$
9. General Excavation		Cu. Yd.	[illegible]	6^{00}	17,700
10. Trench Excavation		Cu. Yd.	2,180	10^{00}	21,800
11 Finishing Roadbed And Slopes		Lump Sum	All	—	$3,000^{00}$
12 Watering		M-Gal.	30	10^{00}	300
13 Aggregate Base		Cu. Yd.	160	11^{75}	1880
14 Lime Treated Subgrade		Sq. Yd.	8600	4^{00}	34,400
15. Lime For Treated Subgrade		Ton	120	85^{00}	10,200
16. Cement Treated Base Mixture		Ton	2,000	14^{00}	28,000
17. [illegible] Mixture		Ton	110	85^{00}	9,350
18. Asphalt In Seal		Ton	10	300^{00}	3,000

OREGON STATE HIGHWAY DIVISION

MMARY--BID SCHEDULE--COST ESTIM E

Sheet 2 of 2
Date [illegible]-25-80
Section [illegible]
County Linn
Kind Of Work [illegible]
Length 2.5
Name [illegible]

No	Item	Code	Unit	Quant.	Unit Cost	Total
19	Class [illegible] Asphalt Concrete		[illegible]	[illegible]	30^{00}	49,500
20	10-inch [illegible] Pipe		Lin. Ft.	12	17^{00}	204
21	12-inch [illegible] Pipe		Lin. Ft.	815	16^{00}	13,040
22	21-inch [illegible] Pipe		Lin. Ft.	580	27^{00}	15,660
23	24-inch [illegible] Pipe		Lin. Ft.	1715	33^{00}	56,595
24	Concrete Manholes		Each	7	1500^{00}	10,500
26	Concrete [illegible] 35-1		[illegible]	[illegible]	450^{00}	10,800
27	[illegible]		[illegible]	200	17^{00}	3,400
28	[illegible]		[illegible]	630	25^{00}	15,750
29	[illegible]		[illegible]	3625	9^{00}	32,625
30	[illegible]		[illegible]	[illegible]	200^{00}	1,400
31	[illegible]		[illegible]	[illegible]	25^{00}	1,000
32	[illegible] Manholes		[illegible]	4	250^{00}	1,000
33	[illegible]		Lump Sum	All	—	2,250
25	Special Manhole		Each	2	2500^{00}	5,000
34	Traffic Signal Installation Complete		Lump Sum	All		142,000
					Total $	562,189

9264

L.

STATE OF OREGO[illegible]
HIGHWAY DIVISION

INTERO[illegible]CE MEMO

TO: FILE

DATE: February 23, 1981

H. S. Coulter

FROM: H. S. Coulter
State Highway Engineer

Pac. Blvd.-
Santiam Hwy.

SUBJECT: Footpaths and Bicycle Trails
February 26, 1981 Bid Letting

This is an informational report to document the Highway Division's action taken with regard to establishing footpaths and bicycle trails as set forth in ORS 366.514. Bids will opened February 26, 1981, on the following projects:

1. Enterprise Rock Production
   M.P. 38.9, Enterprise-Lewiston Highway, Wallowa County
   Aggregate Crushing

   Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

2. S. E. Harmony Road @ International Way
   S. E. Harmony Road (Milwaukie), Clackamas County
   Traffic Signals

   Same as No. 1.

3. Pacific Highway West @ Royalty Parkway
   Pacific Highway West, Washington County
   Traffic Signals

   Same as No. 1.

4. Tualatin Valley Highway @ S. W. 219th Avenue
   Tualatin Valley Highway, Washington County
   Traffic Signals

   Same as No. 1.

5. Clackamas-Boring Highway @ S. E. Foster Road
   Clackamas-Boring Highway (Damascus), Clackamas County
   Traffic Signals

   Four-foot shoulders and sidewalk ramps provided for bicycle and pedestrian traffic.

Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(c), which states, "footpaths and trails are not required to be established . . . where sparsity of population, other available ways or other factors indicate an absence of any need for such paths and trails."

6. Powers Wayside
Powers Highway, Coos County
Grading and Paving

Twenty-eight-foot roadway provided.

Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2 subsection 2(b), which states, "footpaths and trails are not required to be established . . . if the cost of establishing such paths and trails would be excessively disproportionate to the need or probable use."

7. Deschutes River (Sheep) Bridge
Mountain Sheep Lane, Deschutes County
Structure

Fifteen-foot, six-inch roadway provided.

Same as No. 6.

8. Oak Street-Ann Street
Hersey Street (Ashland), Jackson County
Grading and Paving

Four-foot bicycle lanes outside curb parking and a five-foot sidewalk for pedestrian use provided on this project.

9. Pacific Blvd.-Santiam Highway
Waverly Drive (Albany), Linn County
Grading and Paving

Sections of five-foot sidewalk to connect to existing sidewalks and curb cuts to new and existing sidewalks and for future sidewalk are provided.

10. Central Oregon Highway @ Succor Creek Highway
Central Oregon Highway (Nyssa), Malheur County
Traffic Signals

Four-foot shoulders and five-foot sidewalks with curb cuts available for pedestrian and bicycle traffic.

11. Hay Canyon Creek Bridge
    Monkland Road, Sherman County
    Structure

    Twelve-foot lanes with eight-foot shoulders on structure.

    Same as No. 6.

12. Dairy Creek (Susbauer Road) Bridge
    Susbauer Road, Washington County
    Structure

    Twelve-foot lanes with four-foot shoulders.

    Same as No. 6.

13. Klamath Strait Bridge
    The Dalles-California Highway, Klamath County
    Paving and Structure

    Twelve-foot lane with eight-foot shoulder on left and sixteen-foot right-turn lane/shoulder on right.

    Same as No. 6.

14. Arterial Street Light Conversion
    Various City Streets (Portland), Multnomah County
    Illumination

    Same as No. 1.

HSC:RS:ge

cc E. S. Hunter
D. G. Talbot
L. E. George
F. E. Terpin
George Bell
Don Harwell

9214

February 4, 1981

City of Albany
City Hall
Albany, OR 97321

AGR 4

Attention: Gary Holliday
City Recorder

MISC. CONTRACTS and
AGREEMENTS No. 5759

Gentlemen:

Attached for your records is a fully executed copy of an agreement covering the installation of new traffic signals on the Albany-Junction City Highway (Pacific Boulevard) at Waverly Drive.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

dme
Attachment

bc: Don Harwell (Conf. agreement attached)

9264

Albany

ENVIRONMENTAL REVIEW CHECKLIST

ALL CLEAR 1/27/81
Donald L Rant

~~Dec 18~~
~~Nov 20~~ Feb 26, '81
~~Oct 23, 1980~~ Bid Letting ________ All Clear Deadline

SECTION Pacific Blvd.-Santiam Highwy (Albany)
Highway ________
County Linn Region 2
Type of Work G-P-Sig-Signs Funds FAUS
State ___ Consultant ___ Plans Avail. ___ Yes ___ No

Const time controls ✓

	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR
DOCUMENTS:					
EIS	☒	☐	☐	☐	☐
Negative Declaration	☐	☒	☐	☐	☐
Project Assessment	☐	☒	☐	☐	☒
Write-off Letter	☒	☐	☐	☐	☐
PERMITS:					
Division of State Lands	☐	☒	☐	☐	☐
D.O.G.M.I.	☒	☐	☐	☐	☐
Corps of Engineers	☐	☐	☐	☐	☐
Coast Guard	☒	☐	☐	☐	☐
Co. Conditional Use	☒	☐	☐	☐	☐
NPS Air Pollution	☒	☐	☐	☐	☐
NPS Water Pollution	☒	☐	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐
CULTURAL:					
Cultural Survey	☐	☒	☐	☐	☒
Cultural Salvage	☒	☐	☐	☐	☐
NOISE:					
Noise Study	☐	☒	☐	☐	☒

9264

117 DOT Building
Salem, Oregon 97310

1-16-81

Highway # 722

Prefix 322-1944

Attention: Right-of-Way Section

Subject: Federal Aid Project No.
Project Name Pacific Blvd. – Santiam Hwy. (Albany)
Waverly Drive

Regarding the above referred to federal aid project, we hereby certify that to the best of our knowledge and belief:

A. Existing Right-of-Way

☐ 1. All construction can be accomplished completely within the existing right-of-way. This existing right-of-way was acquired prior to January 2, 1971.

New rights of way acquired by OSHD staff.

B. New Right-of-Way

☒ 1. This project required additional right-of-way purchased after January 2, 1971. Right-of-way, easements, or rights-of-entry required for this project have been secured in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, and all incidental charges related to the transfer of property will be paid by the city in accordance with said Act.

☒ a. There has been no displacement of persons from residences, farms or businesses.

OR

☐ b. There has been displacement of persons from either residences, farms or businesses and in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, displaced persons, businesses, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals or families have been relocated to decent, safe and sanitary housing or have been offered decent, safe, sanitary and fair housing immediately available on the open market.

C. Utilities

☑ 1. The occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to federal aid project have been authorized by permit, franchise, or other approved procedure.

Signed at Salem, Oregon, this 16 day of January, 1981

City of ____________________

Certified By:

Regional Right-of-Way Supervisor
Date 1-16-81

RIGHT OF WAY ADMINISTRATION
RECEIVED
JAN 16 1981

____________________ Mayor

____________________ City Recorder

Instructions: Complete A or B and C.
[illegible] No. ____________
[illegible]

9264

ALBANY - 1:30 10-21-80

Met with Mike Corso, Bob Jackson, Phil Stearns and Don Horwell.

City feels that their funds will be obligated within the next few months.

Waverly project will obligate the balance of their funds and is currently scheduled for the December 18, 1980, bid letting.

P.E. is being accomplished by a consultant on Salem Avenue Project. City has a HUD grant to supplement their Urban funds on Salem Avenue, and it must be spent by November 1981.

Gary E. Zehn

9264 L.

AGR

STATE OF OREGON **INTEROFFICE MEMO**

TO: Jim Dixon
Region 2 R/W Supervisor

DATE: August 26, 1980

FROM: Adele L. Egan
Right of Way Office Unit Supv.

SUBJECT: AGR 104
Waverly Drive Project
City of Albany
Addendum

MISC. CONTRACTS and AGREEMENTS No. 5759

Attached is a fully executed copy of this addendum to be sent to the City and a copy for your files.

AE
mp
Attach.

cc: Comm. Services, w/orig.
Finance, w/c
Local Gov't Programs, w/c
Condemnation, w/c

[illegible]

Contains Recycled Materials
81-125-1387

SP*75683-125

9264

REGION 2 ENGINEER
RECEIVED
AUG 18 1980
☐ RLE ☐ RBE
☐ RE ☐ RCE ☐ RME ☐ RTE ☐ ROE
☐ ULE ☐ GEO ☐ RSO ☐ ENV ☐ RFE

City of Albany
ENGINEERING DEPARTMENT

August 15, 1980

Phil Stearns
Region II, Federal Aid Engineer
Department of Transportation
Region 2
2960 East State Street
Salem, Oregon 97310

Dear Phil:

Enclosed is one copy of the Waverly Drive project signed by the Mayor.

A review of the plans by staff was completed, and we would appreciate your consideration of the following recommendations.

1. End and beginning station number reversed on cover page.

2. The City's minimum standard pipe diameter between curb inlets is 12" unless utility conflicts are encountered. The State standard is evidently 8" in diameter. If possible, at this late date, please use the City's standard size of 12".

3. The 24" storm drain which is being constructed from Waverly Drive to Swan Lake may be used by some commercial developments along the north side of Lakeside Manor Drive. Please provide 10" stubouts to the north out of each manhole as shown on the returned plans.

In general, the plans are acceptable to the staff, and we are all looking forward to seeing this section of Waverly Drive improved.

Sincerely,

Mike

Michael Corso
Civil Engineer, III

cc: D.O. Christensen

P. O. BOX 490 ◆ ALBANY, OREGON 97321 ◆ [redacted]
AN EQUAL OPPORTUNITY EMPLOYER (503) 967-4318

Rp

9264 8-13-80

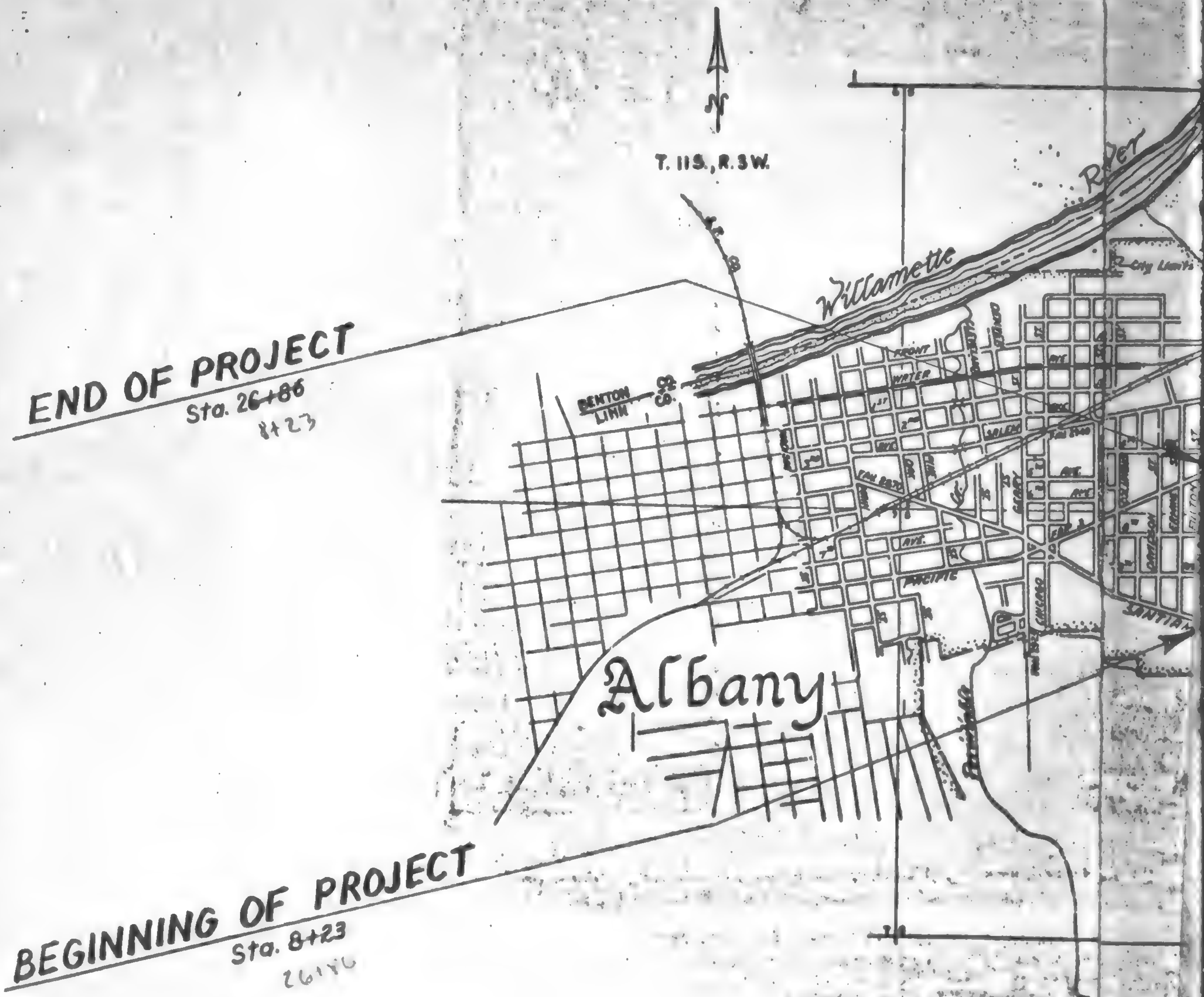
SHEET NO.	DESCRIPTION
1	*Title Sheet*
2	*Typical Sections*
2A	*Temporary Protection And Direction Of Traffic*
2B	*Pipe Data*
2C	*Summary*
3,4,5	*Plan & Profile*

Traffic Signal Plans Not Included

PROVIDE 12" Pipes between Inlets
INSTEAD OF 8" AS SHOWN
M.C

STATE OF
DEPARTMENT OF T
STATE HIGHW
PLANS FOR PROPO

PACIFIC BLVD. - SANTIAM
FAU 2955 (WA
LINN COU


N
T. 11S., R.3W.
Willamette River
City Limits
BENTON CO.
LINN CO.
FRONT
WATER
SALEM
PACIFIC
SANTIAM
FULTON
CHICAGO
Albany
END OF PROJECT
Sta. 26+86
8+23
BEGINNING OF PROJECT
Sta. 8+23
26+86
Sketc
Scale

E OF OREGON

OF TRANSPORTATION

IGHWAY DIVISION

R PROPOSED PROJECT

TIAM HWY. (ALBANY) SEC.

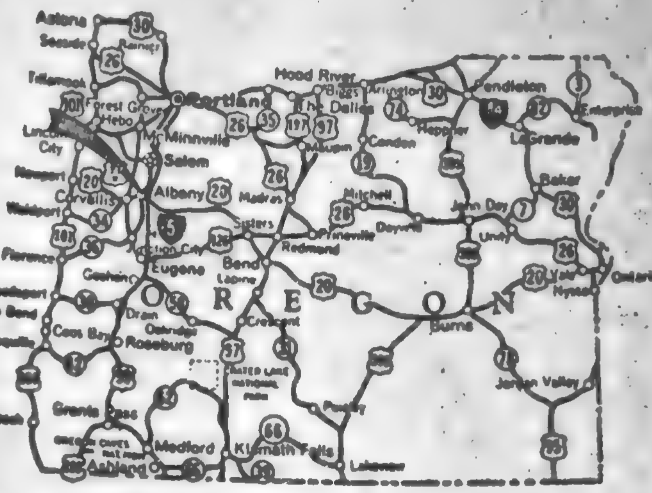
55 (WAVERLY DR.)

LINN COUNTY

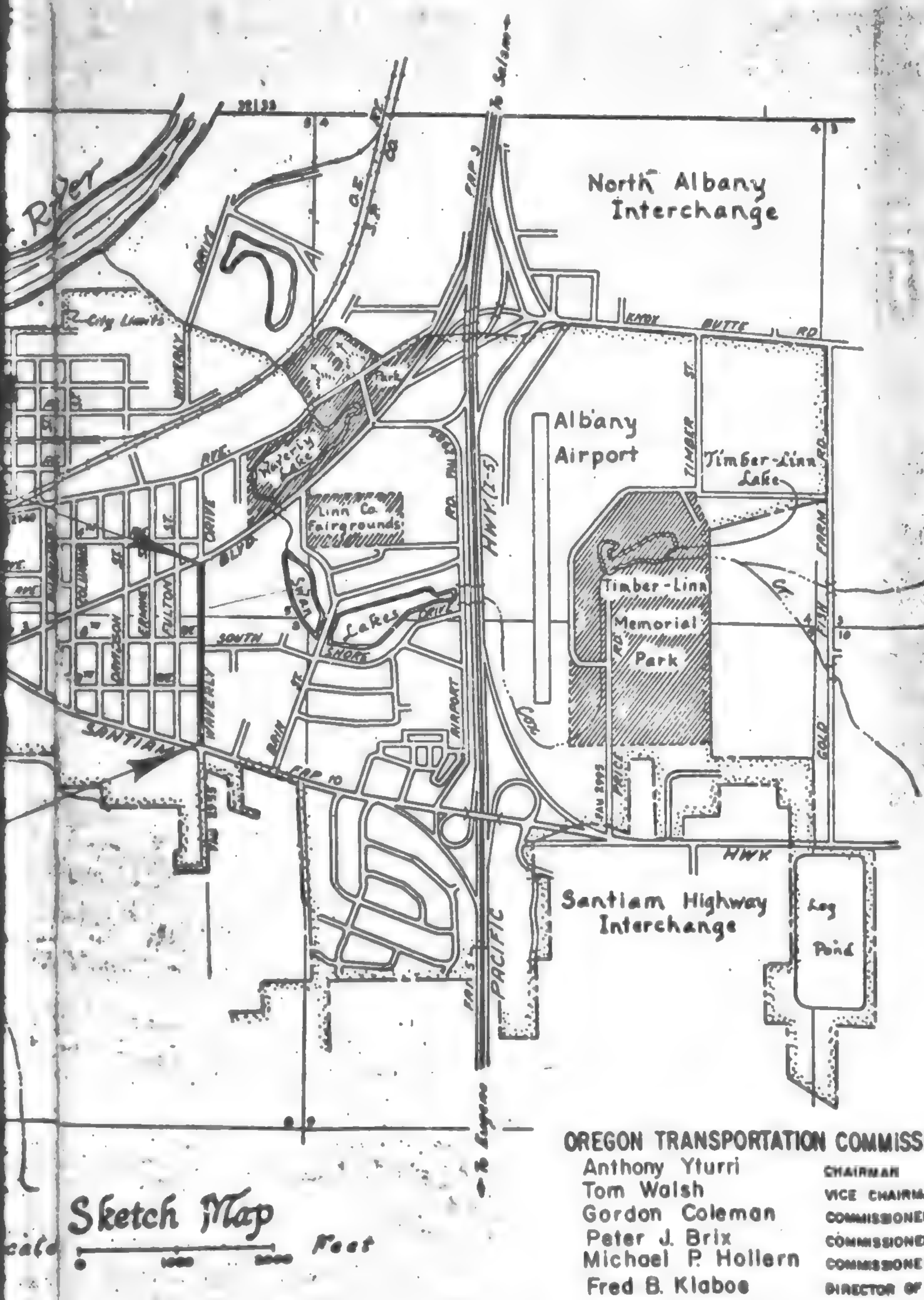
PRELIMINARY COPY
JUL 29 1980
SUBJECT TO CHANGE
FINAL DESIGN UNIT

PACIFIC BLVD.~SANTIAM HWY. (ALBANY) SEC. FAU 2955 (WAVERLY DR.) LINN COUNTY				SHEET No.
				1
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
10	OREGON			See Index

FAUS



Astoria
Seaside
Tillamook
Portland
Hood River
The Dallas
Arlington
Pendleton
La Grande
Enterprise
McMinnville
Salem
Albany
Corvallis
Newport
Waldport
Florence
Eugene
Bend
Redmond
Prineville
Madras
Condon
Heppner
John Day
Baker
Ontario
Burns
Coos Bay
Roseburg
Grants Pass
Medford
Ashland
Klamath Falls
Lakeview
Gold Beach
Jordan Valley
O R E G O N



To Salem
North Albany Interchange
River
City Limits
Knox Butte Rd
Waverly Lake
Linn Co. Fairgrounds
Albany Airport
Timber-Linn Lake
Timber-Linn Memorial Park
Swan Lake
South Shore
Santiam
Hwy. (I-5)
Pacific
Santiam Highway Interchange
Log Pond
To Eugene
Sketch Map
Scale 0 1000 2000 Feet

OREGON TRANSPORTATION COMMISSION

Anthony Yturri	CHAIRMAN
Tom Walsh	VICE CHAIRMAN
Gordon Coleman	COMMISSIONER
Peter J. Brix	COMMISSIONER
Michael P. Hollern	COMMISSIONER
Fred B. Klaboe	DIRECTOR OF TRANSPORTATION

PRELIMINARY COPY
SUBJECT TO CHANGE

APPROVED
CITY OF ALBANY
BY MAYOR Richard S. Olsen
BY RECORDER
DATE 8-13-80

H. S. COULTER

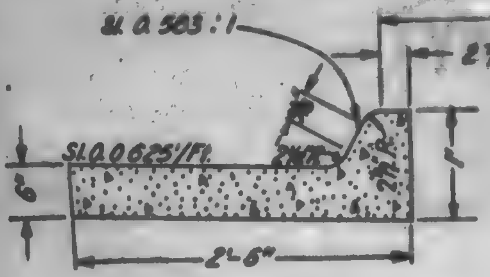
EDGAR S. HUNTER

H. S. Coulter	STATE HIGHWAY ENGINEER
E. S. Hunter	ASSISTANT STATE HIGHWAY ENGINEER

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

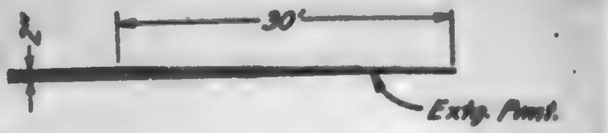
APPROVED:

FIELD OPERATIONS ENGINEER DATE

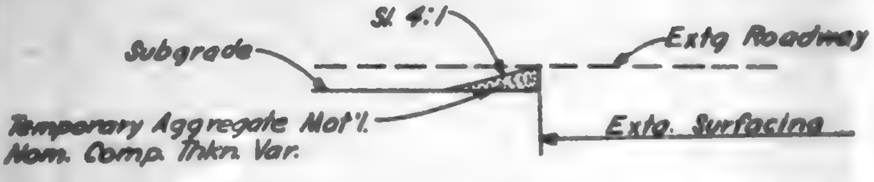

Sl. 0.503:1
"W"
2 7/16"
Sl. 0.0625'/Ft.
6"
1'
2'-6"

MODIFIED TYPE "A" CURB DETAIL

(For Details Not Shown, See Drg. No. 2077)

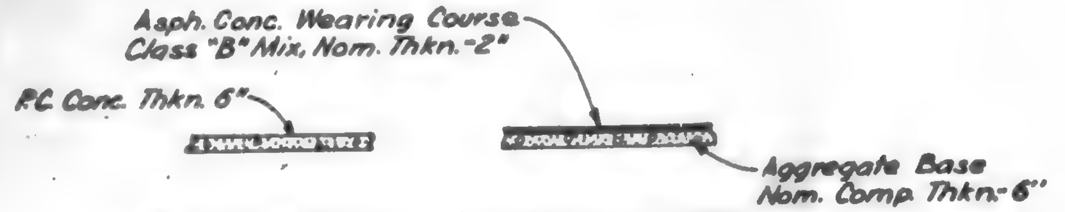


METHOD OF FEATHERING


Sl. 4:1
Subgrade
Extg. Roadway
Temporary Aggregate Mat'l.
Nom. Comp. Thkn. Var.
Extg. Surfacing

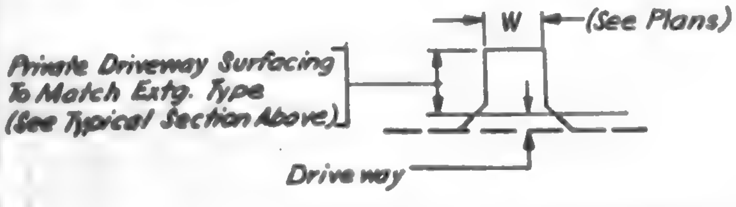
ABRUPT PAVEMENT EDGE DETAIL

(Located Adjacent To Traffic Or As Directed)


Asph. Conc. Wearing Course
Class "B" Mix, Nom. Thkn.-2"
P.C. Conc. Thkn. 6"
Aggregate Base
Nom. Comp. Thkn.-6"

P.C. CONCRETE ASPHALT CONC.

PRIVATE DRIVEWAY SURFACING

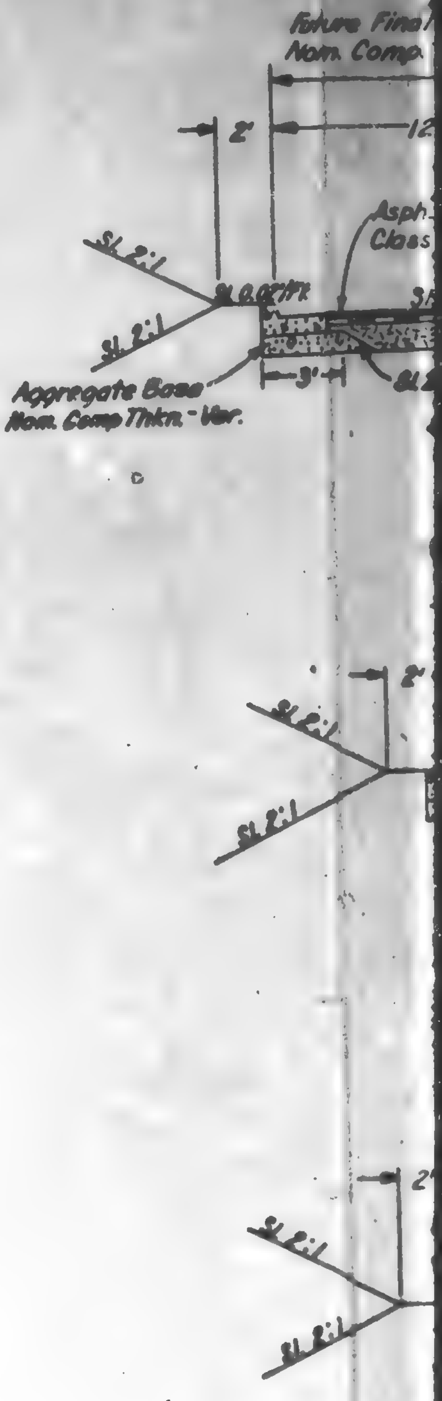

W
(See Plans)
Private Driveway Surfacing
To Match Extg. Type
(See Typical Section Above)
Driveway

TYPE "A" (M) DRIVEWAY

(For Details Not Shown, See Drg. No. 2077)

Cole Cos. Meisel

T Y P

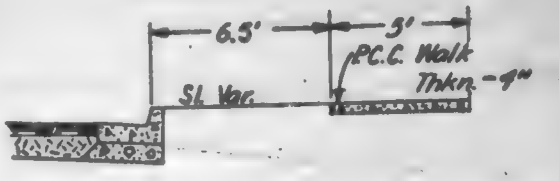

Future Final
Nom. Comp.
2'
12
Asph.
Class
Sl. 2:1
Sl. 0.02'/Ft.
Sl. 2:1
3
3'
Sl. 2
Aggregate Base
Nom. Comp Thkn.- Var.
2'
Sl. 2:1
Sl. 2:1
2'
Sl. 2:1
Sl. 2:1

PACIFIC BLVD.- SANTIAM HWY. (ALBANY) SEC.
FAU 2955 (WAVERLY DR.)
LINN COUNTY

SHEET No. 2

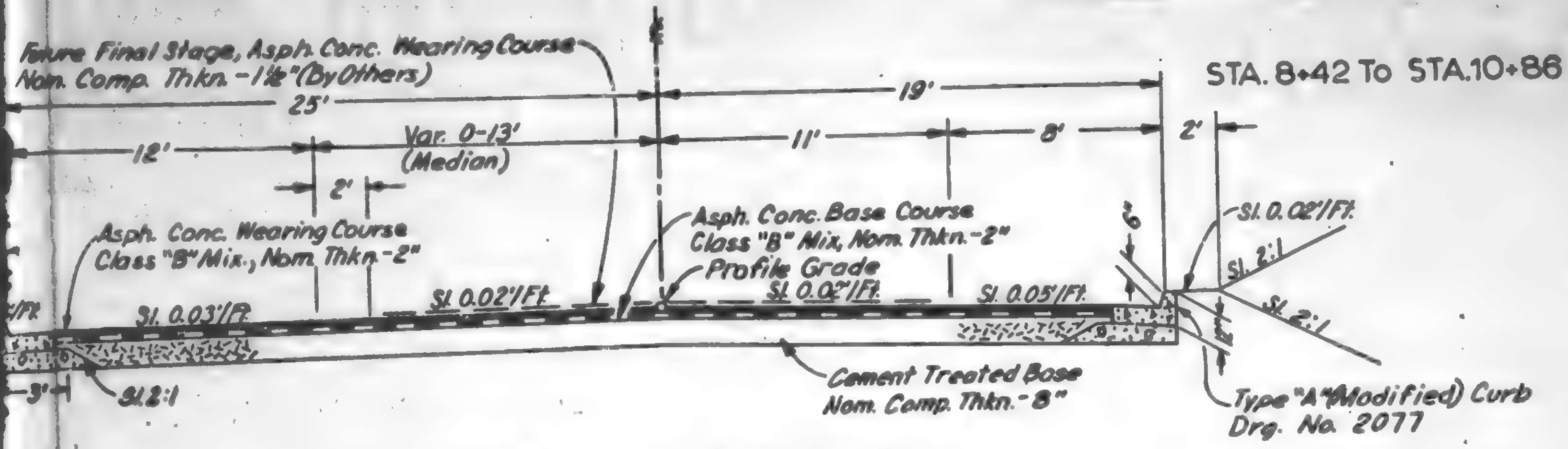
FED. ROAD DIV. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
10	OREGON			See Index

YPICAL SECTIONS



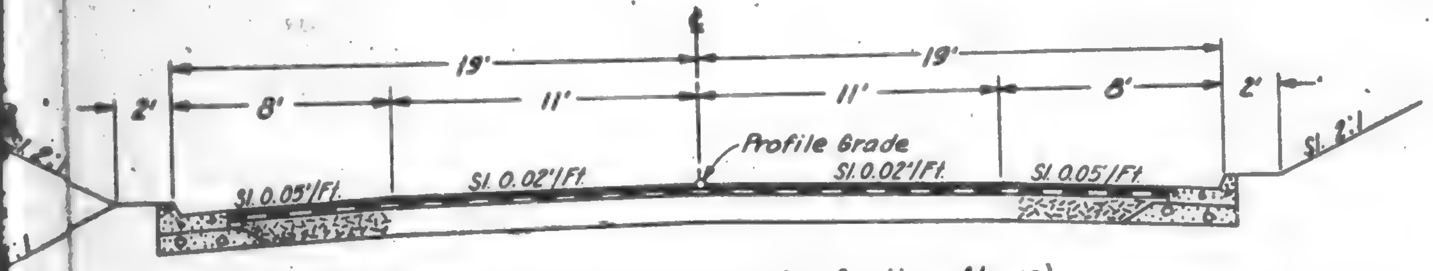
6.5'
5'
P.C.C. Walk Thkn.-4"
Sl. Var.

STA. 8+42 To STA.10+86



Future Final Stage, Asph. Conc. Wearing Course Nom. Comp. Thkn.-1½"(By Others)
℄
25'
19'
12'
Var. 0-13' (Median)
11'
8'
2'
2'
Asph. Conc. Wearing Course Class "B" Mix., Nom. Thkn.-2"
Asph. Conc. Base Course Class "B" Mix, Nom. Thkn.-2"
Profile Grade
Sl. 0.03'/Ft.
Sl. 0.02'/Ft.
Sl. 0.02'/Ft.
Sl. 0.05'/Ft.
Sl. 0.02'/Ft.
6"
Sl. 2:1
Sl. 2:1
Sl. 2:1
3"
Cement Treated Base Nom. Comp. Thkn.-8"
Type "A" (Modified) Curb Drg. No. 2077

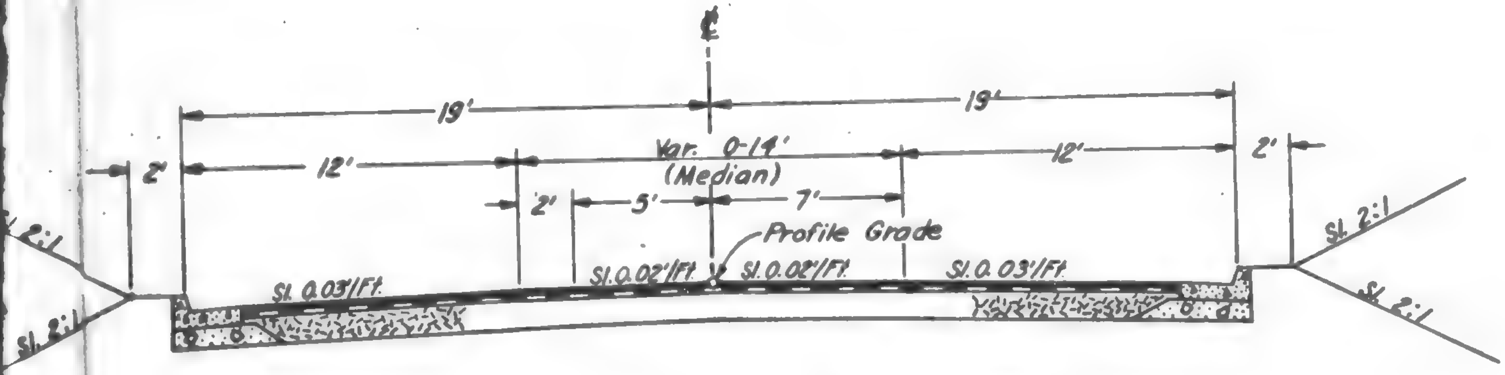
STA. 8+23 To STA. 13+06.50
13+06.50 To 16+31.50 (Taper Section)



℄
19'
19'
2'
8'
11'
11'
8'
2'
Profile Grade
Sl. 0.05'/Ft.
Sl. 0.02'/Ft.
Sl. 0.02'/Ft.
Sl. 0.05'/Ft.
Sl. 2:1
Sl. 2:1

(For Surfacing Details Not Shown, See Section Above)

STA. 16+31.50 To STA. 22+19.60
22+19.60 To 24+77.30 (Taper Section)



℄
19'
19'
2'
12'
Var. 0-14' (Median)
12'
2'
2'
5'
7'
Profile Grade
Sl. 0.03'/Ft.
Sl. 0.02'/Ft.
Sl. 0.02'/Ft.
Sl. 0.03'/Ft.
Sl. 2:1
Sl. 2:1
Sl. 2:1
Sl. 2:1

(For Surfacing Details Not Shown, See Section Above)

STA. 24+77.30 To STA. 26+86

9264

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

July 24, 1980

Salem, Oregon

FILE:

Phil Stearns

FROM: Phillip O. Stearns
REGION FEDERAL AID ENGINEER

TO: D. H. Moehring
ASSISTANT STATE HIGHWAY ENGINEER

SUBJECT: Pacific Highway-Santi[illegible]
Highway Section
Waverly Drive FAU 2955
Albany, Urban Area

Attached is a letter from City of Albany requesting the matching ratio be 86% Federal, 7% State, and 7% City funds for subject project.

Not available 88%

Please process the request through normal channels for approval. A supplemental agreement will be necessary to reflect the change.

POS/bh
W/Attch.

7-25-80

Clause "B" 88% - 6% - 6% ✓

cc: D.E. SWAN

PROJECT MANAGEMENT BRANCH
ASHE ☐ STE ☐
PLE ☑ RE ☐ PRE ☐
JUL 25 1980
REFERRED TO
FOR
FILE: PM FA LG.

REGION 2 ENGINEER
RECEIVED
JUL 1 8 1980
☐ RLE ☐ RBE
☐ RE ☐ RCE ☐ RME ☐ RTE ☐ ROE
☐ ULE ☐ GEO ☐ RSO ☐ ENV ☑ RFE

City of Albany
ENGINEERING DEPARTMENT

July 16, 1980

Phil Stearns
Regional Federal Aid Specialist
Department of Transportation
Highway Division, Region 2
2960 E. State Street
Salem, OR 97310

Dear Phil:

SUBJECT: Waverly Drive Improvement Between Santiam and Pacific Boulevard
FAU 2955 (ST-76-20)

In reviewing the cost sharing on the Waverly Drive project, our contract with the State stipulates that the City is responsible for 11% of the total cost with Federal and State funds paying the difference. When the project went through the public hearing process at our City Council meetings, the Engineer's report showed the City cost was to be 7% of the total cost. In order to be consistent with what the Council approved, I would request that percentage of funding for the Waverly Drive project be revised to show the City paying 7%, the State 7% and Federal Aid Funds 86% of the total cost.

If you need further information, please call me at 967-4318.

Sincerely,

Michael J. Corso
Civil Engineer III

js

P. O. BOX 490 • ALBANY, OREGON 97321 • [redacted]
AN EQUAL OPPORTUNITY EMPLOYER (503) 967-4318

9264

L.

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

1-4-80

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.: M-2955(1)

STATE PROJECT NO.: See below

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.:

ITEM NO.: M-73

COUNTY NAME: Linn

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:
Mr. H. S. Coulter
State Highway Engineer, ODOT
Salem, Oregon

RECEIVED
STATE HWY ENGR
JAN 8 '80
REFER TO [illegible]
FOR

Info	Inves	R/D	D/R	Sign	Act	File

1-8
orig

DATE PS&E APPROVED:

DATE AUTHORIZATION EFFECTIVE: 12-5-79

FEDERAL ROUTE NUMBER: FAU 2955

STATE ROUTE NUMBER: City Street

GENERAL LOCATION:
Pacific Blvd. - Santiam Highway (Albany) Section

GENERAL DESCRIPTION OF WORK:
PS&E Preparation

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☒ PREPARATION including utility preparatory work
☐ OTHER *(Specify)*

☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's letter of December 10, 1979 you are authorized to proceed with PS&E preparation for the subject project at a TEC of $2,000 with Federal participation limited to $1,500.
(Final Negative Declaration approved 12-5-79.)

DATE: 1-4-80

SIGNATURE OF APPROVING OFFICIAL:

TITLE: for Division Administrator

FORM PR-1240 (REV. 6-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1979-721-912

9264

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

12-17-79

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. M-2955(2)

STATE PROJECT NO. See below

COUNTY NAME Linn

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO. 00036

TO:

Mr. H. S. Coulter
State Highway Engineer, ODOT
Salem, Oregon

RECEIVED
STATE HWY ENGR
JAN 7 '80
REFER TO Mac hugu
FOR Info Invest R&D D/A Sgn Act File

1-8 smij

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE 12-17-79	FEDERAL ROUTE NUMBER FAU-2955 STATE ROUTE NUMBER City Street

GENERAL LOCATION:
Pacific Blvd. - Santiam Highway (Albany) Section

GENERAL DESCRIPTION OF WORK:
Acquisition of Right of Way

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION

☐ OTHER (Specify)

☒ ACQUISITION OF RIGHT-OF-WAY

☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's December 14, 1979 letter, you are now authorized to proceed with the acquisition of right of way as shown on Right of Way Map 10C-50-11 at a TEC of $16,500 with Federal participation limited to $13,496.

Federal participation is limited to that right of way actually incorporated in the final location.

DATE 12-17-79	SIGNATURE OF APPROVING OFFICIAL G. K. Hessner	TITLE for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

★ U.S. GOVERNMENT PRINTING OFFICE: 1976-721-815

9264

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

December 10, 1979

In Reply Refer to
File No.: PRO 6-2

TO G. L. Green, Division Administrator
Federal Highway Administration

Original Signed By
D. E. Swan

FROM D. E. Swan
Operation Programming Engineer

SUBJECT Preliminary Engineering (Phase 2)
Project No. M-2955(1)
Pacific Blvd.-Santiam Hwy (Albany) Sec.
Waverly Drive
Linn County

I request authorization as of December 5, 1979 to proceed with the portion of preliminary engineering necessary to obtain PS&E approval at an estimated total cost of $2,000, with an obligation of $1,500 in Federal Funds.

This request is based on the fact that the Final Negative Declaration received FHWA's approval on December 5, 1979.

JLG:sr

cc: C. O .Frederickson, Region 2
Gary Zehner

Form 734-3122

9264

11-79

Final Negative Declaration

Pacific Boulevard-Santiam Highway

Waverly Drive
(FAUS 2955)

City of Albany
Linn County
Oregon

November, 1979

Oregon Department of Transportation and
Federal Highway Administration

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PROJECT DESCRIPTION

Location

The proposed road improvement is located on Waverly Drive in the City of Albany, Oregon; (see Figure 1). Albany is located along the Willamette River in the approximate geographic center of the Willamette Valley. The city is approximately 73 miles south of Portland, 22 miles south of Salem, 42 miles north of Eugene, and 12 miles northeast of Corvallis. Albany supports an urban population of 24,030 (1977).

Waverly Drive is located in the eastern part of the city, approximately one-half mile west of Interstate 5; (see Figure 2). The section proposed for improvement is between Pacific Boulevard (Oregon Route 99E) at its M.P. 0.49 and the Santiam Highway (U.S. 20) at its M.P. 0.88, for a total distance of 0.36 miles. Both Pacific Boulevard and Santiam Highway are major routes providing access to Interstate 5 and downtown Albany; these routes intersect about one-half mile west of Waverly Drive.

Purpose

The purpose of the proposed project is to ease traffic congestion, lessen the risk of accidents at the intersections with Pacific Boulevard and Santiam Highway, provide parking, and improve the drainage along Waverly Drive.

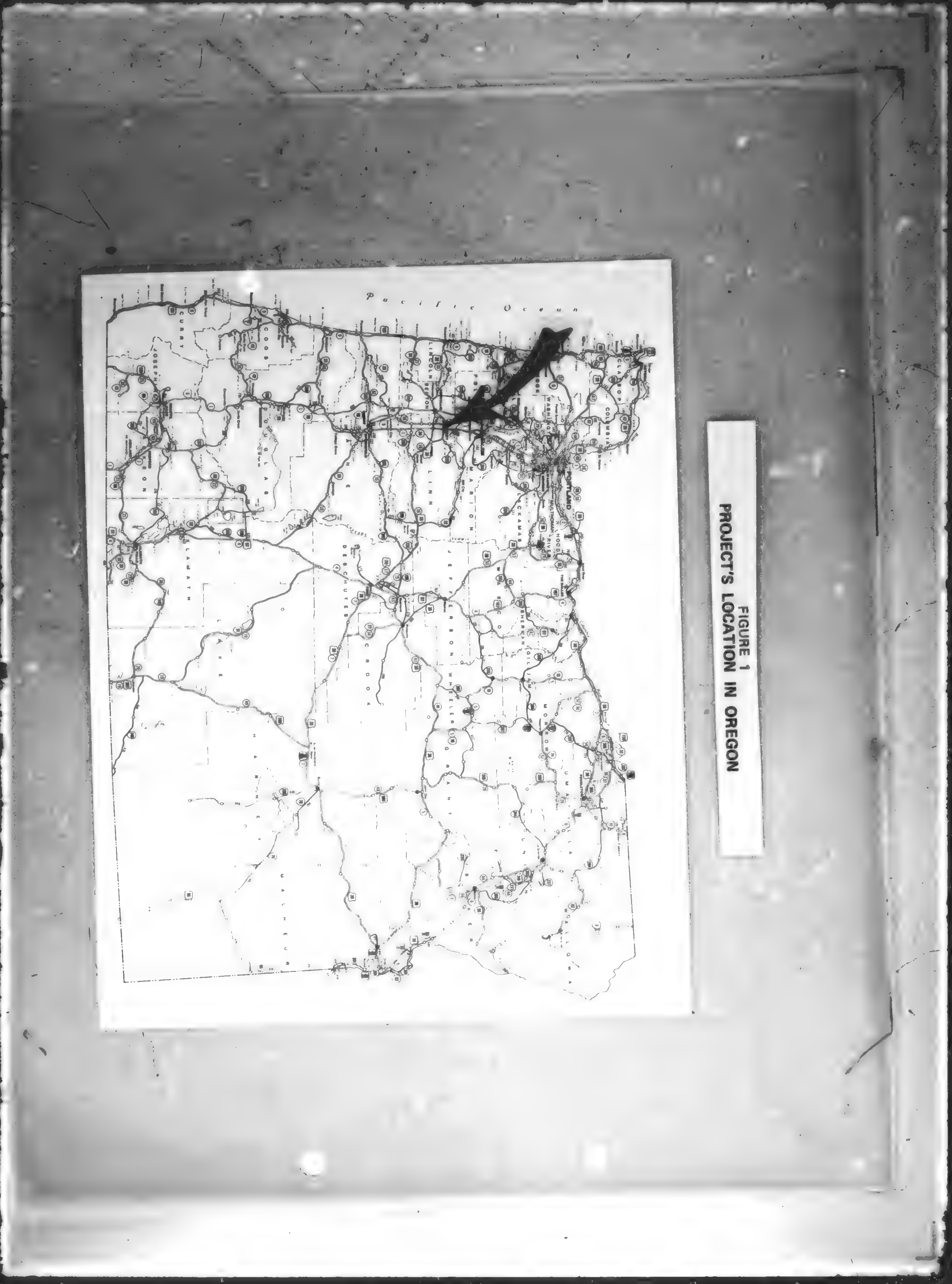


FIGURE 1
PROJECT'S LOCATION IN OREGON

Pacific Ocean
PORTLAND
CURRY
COOS
DOUGLAS
LINN
MARION
KLAMATH
LAKE
DESCHUTES
CROOK
JEFFERSON
WHEELER
GRANT
HARNEY
MALHEUR
BAKER
UMATILLA
MORROW
WALLOWA

FIGURE 1
PROJECT'S LOCATION IN OREGON

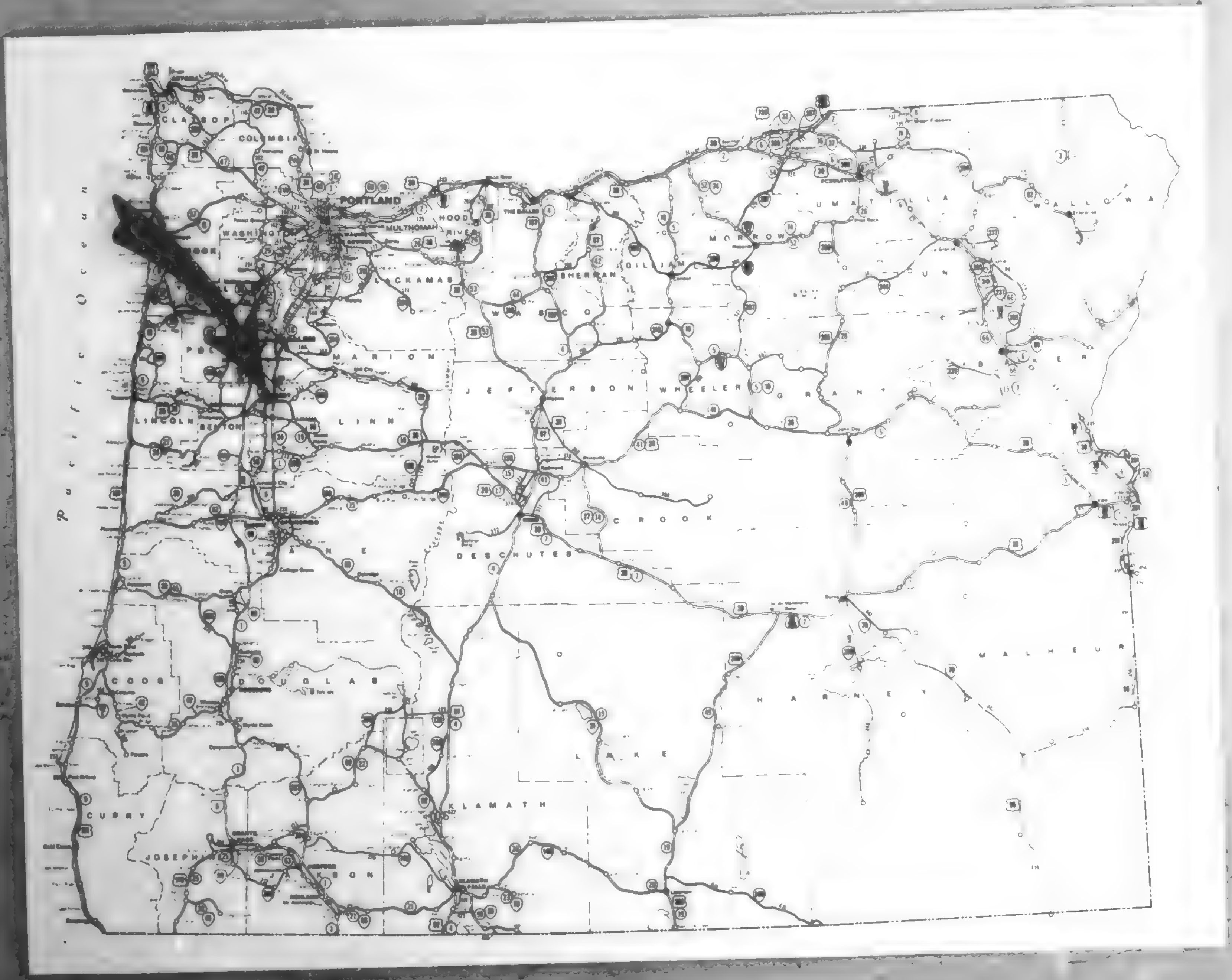
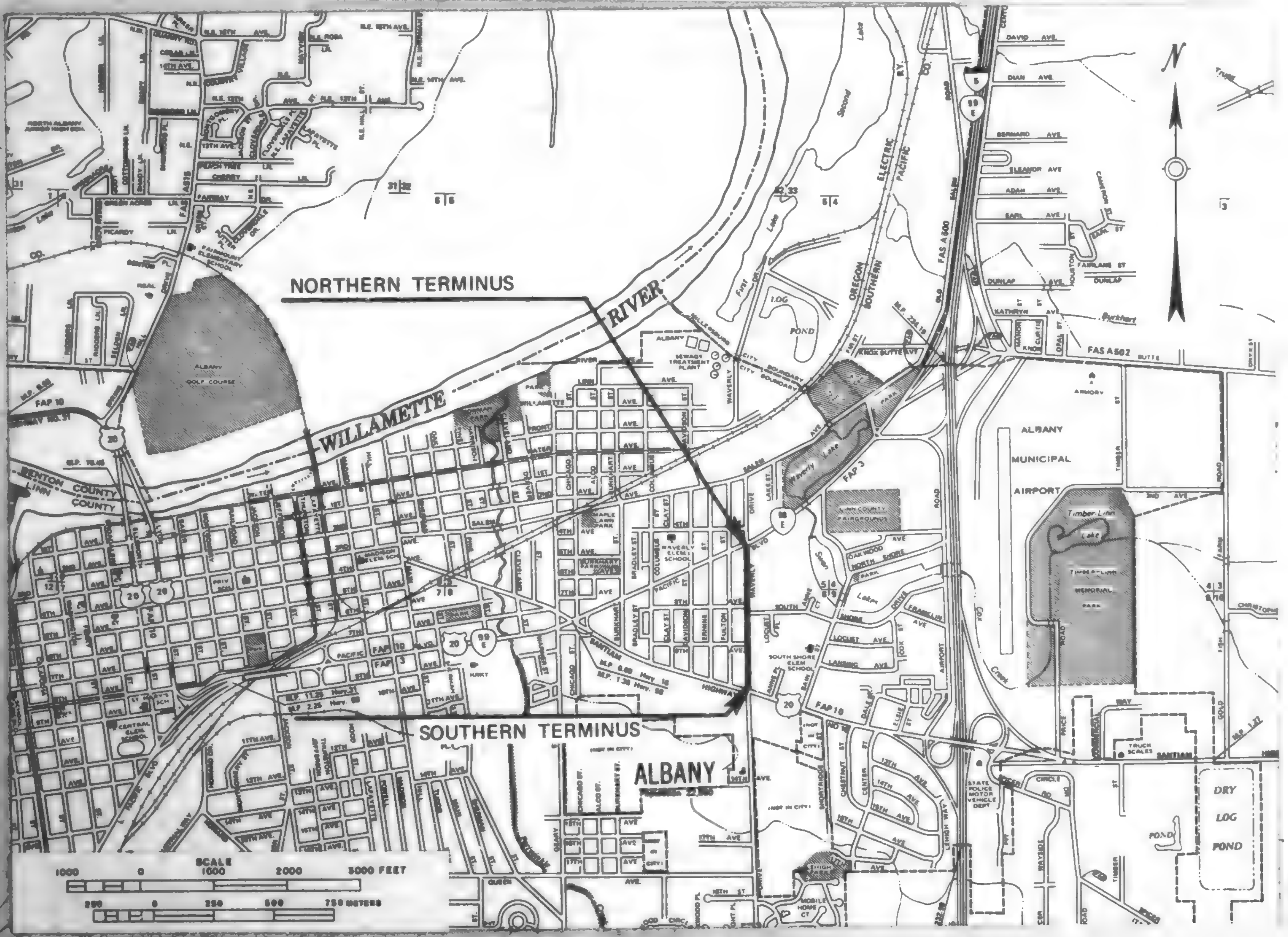

Pacific Ocean
CLATSOP
COLUMBIA
PORTLAND
WASHINGTON
MULTNOMAH
HOOD RIVER
CLACKAMAS
WASCO
SHERMAN
GILLIAM
MORROW
UMATILLA
UNION
WALLOWA
MARION
LINCOLN
BENTON
LINN
JEFFERSON
WHEELER
GRANT
BAKER
CROOK
DESCHUTES
LANE
COOS
DOUGLAS
CURRY
JOSEPHINE
KLAMATH
LAKE
HARNEY
MALHEUR

FIGURE 2
PROJECT'S LOCATION IN ALBANY


NORTHERN TERMINUS
SOUTHERN TERMINUS
WILLAMETTE RIVER
ALBANY
BENTON COUNTY
LINN COUNTY
ALBANY GOLF COURSE
ALBANY MUNICIPAL AIRPORT
OREGON ELECTRIC RY.
SOUTHERN PACIFIC CO.
Waverly Lake
Second Lake
First Lake
LOG POND
DRY LOG POND
Timber-Linn Lake
TIMBER-LINN MEMORIAL PARK
LINN COUNTY FAIRGROUNDS
FAP 10
FAP 3
FAS A500
FAS A502
20
99 E
5
N
SCALE
1000 0 1000 2000 3000 FEET
250 0 250 500 750 METERS

Some of the traffic along this section of Waverly Drive is generated by the residents of the 38 homes and 69 apartment units. Most of the traffic, however, is through-traffic. Both Pacific Boulevard and Santiam Highway are major routes that have four travel lanes and a turning median or left turn refuge. There is a signal at the Santiam Highway-Waverly Drive intersection which includes a left-turn phase onto Waverly Drive. To the south, Waverly Drive has four travel lanes with a left-turn lane and planted median and provides access to the Fred Meyer Shopping Center and the residential areas in the south. The section of Waverly Drive proposed for improvement provides a short cut for through-traffic going between these two major routes and with the southern improved section of Waverly Drive.

Traffic using and forecasted to use this section of Waverly Drive is summarized in Table 1. These volumes are reasonably high for the existing two-lane roadway and a number of trucks also use the route. The street was originally designed for passenger car use, not to accommodate the size and weight of trucks that presently use it. Traffic volumes are expected to increase 23 to 33 percent by 1998 (under the No-Build Alternative). The two-lane roadway is presently operating between level of service C and D, and is projected to be operating between level of service D and F in 1998. (An explanation of level of service appears in Appendix A.)

TABLE 1

Existing Traffic and Projections For 1998; Waverly Drive

			1978	1998 (No-Build)	1998 (Build)
Pacific Blvd. to South Shore Dr.	Average Day	# of Vechiles	5100	6350	7100
		# of Trucks	150	185	210
		Speed	30 mph	25 mph	39 mph
	Peak Hour	# of Vehicles	385	480	535
		# of Trucks	3	4	4
		Speed	26 mph	20 mph	25 mph
	Peak Truck Hour	# of Vehicles	295	370	410
		# of Trucks	20	25	28
		Speed	30 mph	25 mph	30 mph
South Shore Dr. to Santiam Highway	Average Day	# of Vehicles	6840	9000	9500
		# of Trucks	200	265	275
		Speed	23 mph	16 mph	20 mph
	Peak Hour	# of Vehicles	590	763	820
		# of Trucks	5	7	7
		Speed	20 mph	12 mph	20 mph
	Peak Truck Hour	# of Vehicles	335	440	465
		# of Trucks	25	30	35
		Speed	23 mph	16 mph	20 mph
Level of Service		At Pacific Blvd.	C	E	C
		along Waverly Dr.	C-D	D	C
		at Santiam Hwy.	D	E-F	E

Intersections on each end, especially at Pacific Boulevard where there is no light, are difficult to negotiate and quickly become congested with traffic. Traffic tends to back up on Waverly Drive as motorists wait to turn onto busy Pacific

Boulevard. Motorists turning onto Waverly Drive must nearly stop to avoid those waiting to turn left from Waverly Drive.

Many accidents have occurred on Pacific Boulevard and the Santiam Highway near their intersections with Waverly Drive; (see Appendix B). The accident rate is higher here than the average statewide accident rate for urban primary routes. The turns at driveways and side streets also account for some accidents. Providing adequate travel widths (without interference from parked cars) may help reduce these accidents. Posting and enforcing a lower speed limit may also help. The installation of a signal at Pacific Boulevard and left-turn lanes may reduce the accidents at intersections.

Residences are located along most of this section of Waverly Drive. However, because Waverly Drive has only two lanes and no provision for parking, people park on the shoulder on the east side, which may partially block traffic in that lane. The proposed improvement would include parking lanes along parts of both sides of the street.

The project would also include the construction of storm drains. Presently, the southern end of this section of Waverly Drive has storm drains that channel water into a ditch near Ninth Avenue, which runs to the east through the school fields. The northerly end (north of Eighth Avenue) has no storm drainage system. With the project, storm drains would be built to serve all of Waverly Drive and channel storm water through a 24-inch trunk sewer to Swan Lakes.

History

Waverly Drive originated as a county lane. Fifteen to twenty years ago, the road was paved and the sidewalk and curbing built on the west side. Traffic has increased over the years along Waverly Drive. In the 1971 Interim Transportation Plan, the section of Waverly Drive south of the Santiam Highway was proposed to be widened to 4 travel lanes.

In 1975, the city of Albany requested FAUS* funds to widen Waverly Drive to 48 feet - four travel lanes and no parking - that would require 10 additional feet of right-of-way on the east side and paving up to the existing sidewalk on the west side. Improvement of the storm drainage system was also included with the widening. Because federal and state funds would pay 78% and 11% of the cost respectively, the remaining 11% - the city's portion - was proposed to be obtained by assessing the property owners along Waverly Drive $7 to $11 per front foot. A hearing was held by the city on April 14, 1976 where there was much opposition to the proposal. A petition was filed by property owners (33 people representing 21 lots) against the 48-foot roadway. The petition stated:

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*Federal Aid Urban System

> "We, the undersigned of Property Owners, and Concerned Citizens, along Waverly Drive, oppose the Proposal of a four lane street between Santiam Highway and Pacific Boulavard. We oppose this Proposal for the Reasons of
>
> 1) No need for four lanes between two major streets when they intersect
> 2) Two major school crossings
> 3) Densely populated residential district"

The additional right-of-way and pavement width required for a 48-foot road was a major concern. The property owners also said that the houses were set too close to the street now and by giving up the necessary right-of-way, they would be unable to park their cars in their driveways. This would also be detrimental to the value of their homes if they ever sold them.

Another hearing was held on May 26, 1976 to reclassify Waverly Drive from an "arterial" to a "collector" street. Thus, the city proposed that Waverly Drive be widened to 38 feet - providing two travel lanes and parking. Six to ten feet of additional right-of-way would be taken on the east side; the planted area on the west side between the sidewalk and curb would remain. The property owners would be assessed for the city's portion of the improvement costs.

A neighborhood meeting was held June 7, 1976 at the home of Mr. and Mrs. Vern Foree, which was attended by about 20 residents and representatives from the city public works and state highway departments. It was proposed that a neighborhood advisory committee be set up to review the proposal as it is developed. It was also proposed that engineering costs ($1,870) be borrowed from the Improvement Fund ELA*. The borrowing of this amount was approved by the Albany City Council on June 9.

In August 1976, the Waverly Drive Improvement Advisory Committee was set up and six citizens were named**. A meeting was held to explain the proposal for the 38 foot roadway, the right-of-way, and signalization.

In March 1977, it was proposed that the storm drainage system be made large enough to accommodate storm water runoff from the area to the west of Waverly Drive, allowing that area to separate their sanitary and storm sewers and thus lessen the load at the sewage treatment plant. The additional cost of the 48-inch storm sewer (was $61,500 in 1977) would be paid by the city; the city proposed to assess those property owners in the area west of Waverly Drive for this amount - about 5.62 cents per square foot of lot. Those property owners along Waverly would also be assessed for the road improvement (in 1977 estimated at $5 per front foot for those on the west side; $5.96 per front foot for those on the east side).

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*The city's Engineering, Legal, and Administrative Fund. This amount would be eventually paid back into the fund through assessment on the property owners.

**Noel Montgomery, Jerry Berry, Mike Martin, Vern Foree, Dick Dalke, Ray Schell

A prehearing was held November 30, 1977 on the 48-inch storm sewer. Residents objected to the large size of the storm sewer proposed, since the present 8-inch and 12-inch combined sewer lines didn't create problems, a 24-inch storm sewer line should be plenty large. Formal hearings were held December 14, 1977, December 28, 1977, and January 11, 1978 on both the storm sewer and street widening proposals. No one spoke in favor of the 48-inch sewer (although the Albany public works director insisted that this size was necessary for the future) and many spoke against the large sewer. A few people spoke against the street widening. At the January meeting, the Albany City Council voted unanimously to proceed with the Waverly Drive project including a 24-inch storm sewer line.

In August of 1979, the Draft Negative Declaration, telling the environmental impacts of the project, was released. Notice of the availability of the document was published in the "Albany-Democrat-Herald" newspaper on September 25, 1979. (A copy of the public notice is shown in Appendix E.) Interested people could comment on the project or request a public hearing within 30 days. No one requested a public hearing so none was held. Also, no comments were received from agencies or citizens on the project or the Draft Negative Declaration within the 30-day review period. Thus the Build Alternative (Alternative 2) is being advanced.

ALTERNATIVES

Two alternatives were considered for this section of Waverly Drive. The Build Alternative (Alternative 2) was chosen as the preferred alternative.

Alternative 1 (No-Build): This alternative would maintain the existing 26-foot wide roadway in its present condition.

Alternative 2 (Build): This alternative would widen the existing roadway to 38 feet to provide for two travel lanes plus left-turn lanes at the north and south ends and parking lanes in between.

The existing roadway has two travel lanes, curb and sidewalk on the west side, and a gravel shoulder on the east side (see Figure 3). There is no paved parking lane and thus this need of the residents is not provided for, although cars do park along the eastern gravel edge. The posted speed limit along this section is 25 mph; school crossing warnings are posted near the crosswalk by Ninth Avenue. There is a 5-phase signal at the Santiam-Waverly intersection (which has a left turn phase for cars on the Santiam Highway turning left onto Waverly Drive); there is no signal at the Pacific-Waverly intersection. Alternative 1 would maintain the existing conditions through such maintenance operations as patching potholes, removal of road debris, and replacement of gravel.

FIGURE 3
ROADWAY CONFIGURATION,
TYPICAL SECTION, AND
SIGNAL PHASING

ALTERNATIVE 1
(Existing Conditions)

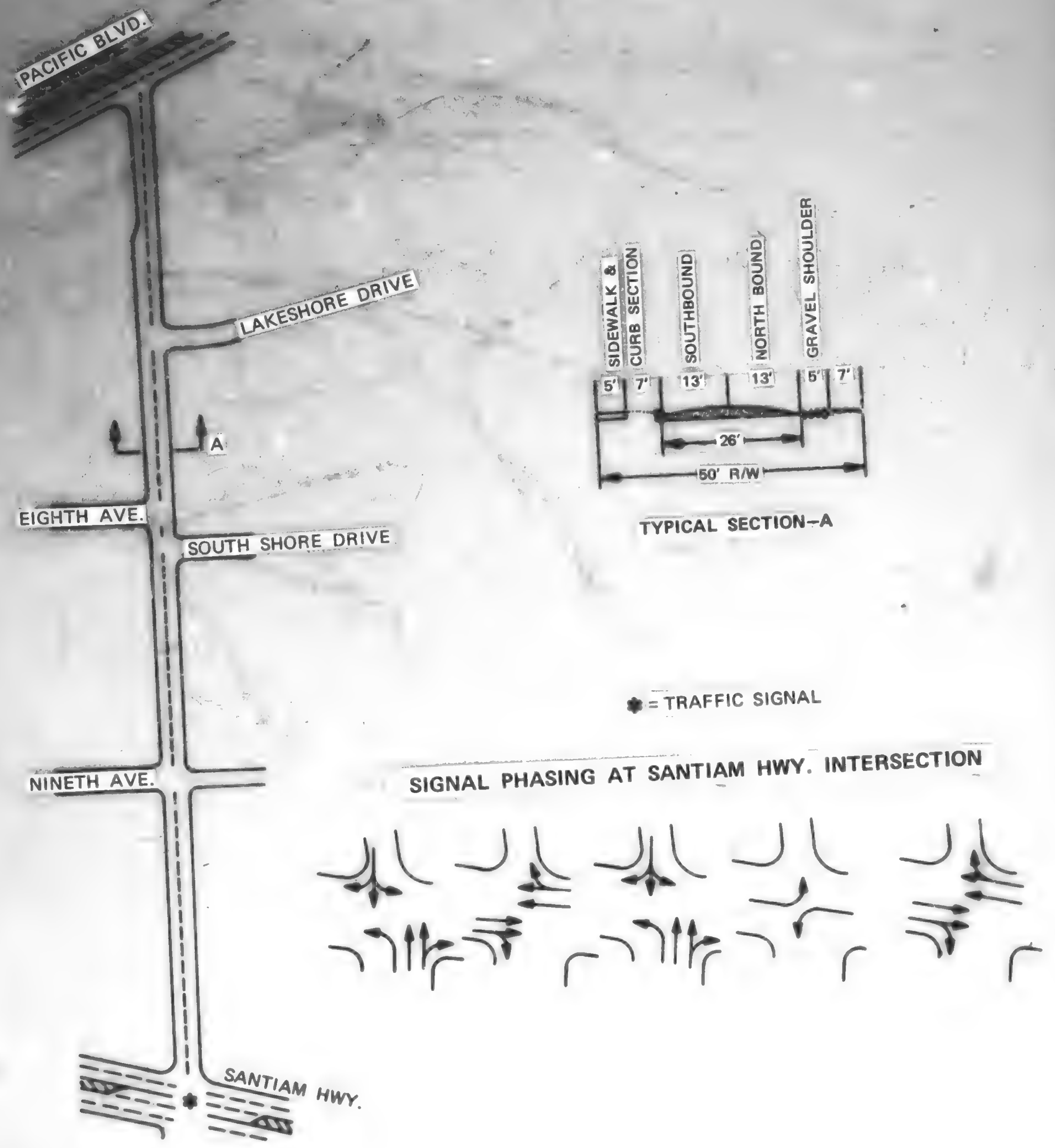
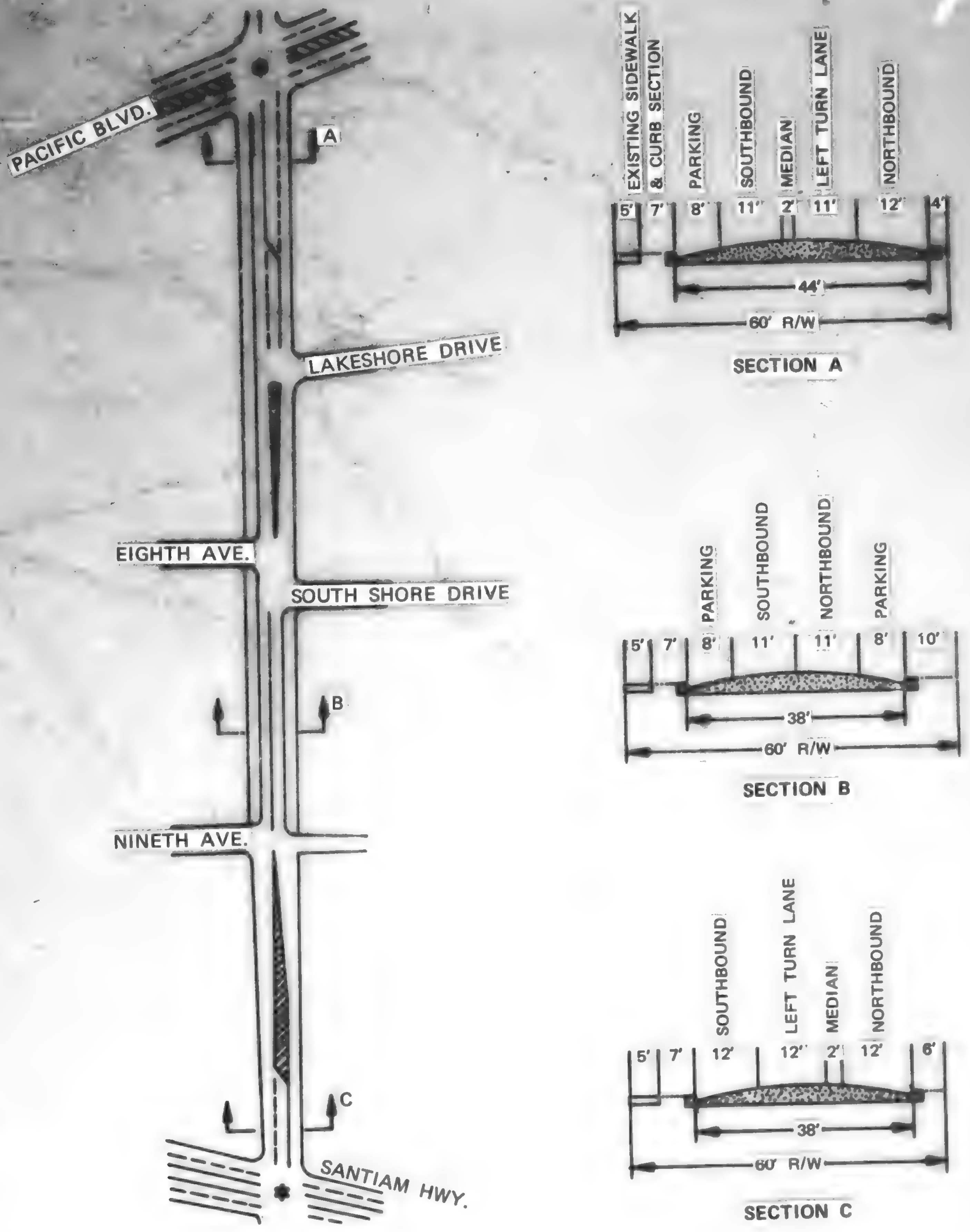

PACIFIC BLVD.
LAKESHORE DRIVE
A
EIGHTH AVE.
SOUTH SHORE DRIVE
NINETH AVE.
SANTIAM HWY.
SIDEWALK &
CURB SECTION
SOUTHBOUND
NORTH BOUND
GRAVEL SHOULDER
5'
7'
13'
13'
5'
7'
26'
50' R/W
TYPICAL SECTION–A
✱ = TRAFFIC SIGNAL
SIGNAL PHASING AT SANTIAM HWY. INTERSECTION

FIGURE 4
ROADWAY CONFIGURATION
AND TYPICAL SECTIONS

ALTERNATIVE 2


PACIFIC BLVD.
A
LAKESHORE DRIVE
EIGHTH AVE.
SOUTH SHORE DRIVE
B
NINETH AVE.
C
SANTIAM HWY.
EXISTING SIDEWALK
& CURB SECTION
PARKING
SOUTHBOUND
MEDIAN
LEFT TURN LANE
NORTHBOUND
5'
7'
8'
11'
2'
11'
12'
4'
44'
60' R/W
SECTION A
PARKING
SOUTHBOUND
NORTHBOUND
PARKING
5'
7'
8'
11'
11'
8'
10'
38'
60' R/W
SECTION B
SOUTHBOUND
LEFT TURN LANE
MEDIAN
NORTHBOUND
5'
7'
12'
12'
2'
12'
6'
38'
60' R/W
SECTION C
● = TRAFFIC SIGNAL

The roadway proposed in Alternative 2 would have two travel lanes plus additional width (see Figure 4). Left turn lanes would be provided for traffic turning left onto Pacific Boulevard, Lakeshore Drive, or the Santiam Highway. Parking lanes would be provided on the west side of Waverly Drive between Pacific Boulevard and Ninth Avenue, and on the east side between Eighth and Ninth Avenues; approximately 60 on-street parking spaces would be created. The existing sidewalk on the west side would be retained, the older curbs on the west side would be replaced, and new curbs would be constructed on the east side. Most of the additional right-of-way needed for the widening would be taken on the east side of Waverly Drive.

Alternative 2 would also result in changes in the signalization and storm drainage system. The existing signal at the Santiam Highway intersection would be replaced by an 8-phase signal; this would provide a phase for vehicles turning left from Waverly Drive, as well as a phase for vehicles turning left from Santiam Highway. An 8-phase signal would also be placed at the Pacific Boulevard intersection. A new storm drainage system would be built to provide capacity for the runoff from Waverly Drive including the additional pavement width. A 24-inch trunk storm sewer would be built in an easement along Lakeshore Drive to Swan Lakes.

The Build Alternative is limited to the reconstruction and widening of the existing 2-lane road to provide for parking and left-turn lanes. As previously discussed, the first proposal by the City of Albany (in 1975) was for a 4-lane arterial, but this was unacceptable to the people of the area and thus is not considered an alternative here. The proposed alignment of Alternative 2 was chosen to retain the existing sidewalk and planted area on the west side and improve the existing shoulder area on the east side.

Alternative routes for the through-traffic on Waverly are not considered as alternatives here. Traffic is not allowed to turn left from Pacific Boulevard onto Santiam Highway where these roads intersect to the west of the project area due to the congestion there. Other residential streets to the west of Waverly Drive (such as Fulton Street which is proposed as the detour route), although of adequate width, do not have the continuity across the Santiam Highway as does Waverly Drive. Vehicles traveling southward on one of these other streets would have to turn left onto Santiam Highway and then turn right onto the southern part of Waverly Drive. Without a signal, this would be very difficult. Bain Street is the only residential street to the east that connects Pacific Boulevard with the Santiam Highway. This road also does not have continuity across the Santiam highway, would require many turning movements, is not signalized, and passes next to an elementary school. A route that could be used as a detour for trucks is Airport Road, which has a signal at both the Pacific Boulevard and Santiam Highway intersections, making turning easier. Also, vehicles traveling south on I-5 could stay on the freeway one mile longer and utilize the Santiam exit instead of Pacific Boulevard and Waverly Drive; those traveling northward could get on I-5 at the Santiam Highway interchange instead of utilizing Waverly Drive and the Pacific Boulevard interchange.

Heavy truck traffic could be diverted to other streets by posting weight limits on Waverly Drive. This could be done under either alternative. The speed limit under Alternative 2 would remain at 25 mph. The school crossing signs and crosswalk at Eighth Avenue would be phased out (not repainted) under either alternative to direct students to use the sidewalk on the west of Waverly Drive and to use the signed crossing at Ninth Avenue.

THE EXISTING ENVIRONMENTAL SETTING

Natural Environment

Albany is located in approximately the center of the Willamette Valley. Figure 5 shows the topography of this part of Albany. The project area is located southeast of the Willamette River near Swan Lakes and Waverly Lake. The area is relatively flat, being approximately 226' (above sea level) at the south end, 224' at the north end, and 220' by Lakeshore Drive, and slopes slightly downward to the east toward Swan Lakes.

The project area has three soil types (see Figure 6). The majority of Waverly Drive crosses soil type 251B, Woodburn silt loam with 3-7% slopes. The other soil types are 200A, Amity silt loam with 0-3% slopes, and 250A, Woodburn silt loam with 0-3% slopes. The Woodburn soils are moderately well-drained soils and have a high water table during the winter months. The Amity soils are poorly drained with a very high water table from November to May, and in some places, temporary wet spots where the water table reaches the surface. All three of these soil types are Class II[1] soils and thus are defined as

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[1] The Soil Conservation Service classifies the agricultural capability of soils from Class I to VIII, with I being the best.

FIGURE 5
TOPOGRAPHY

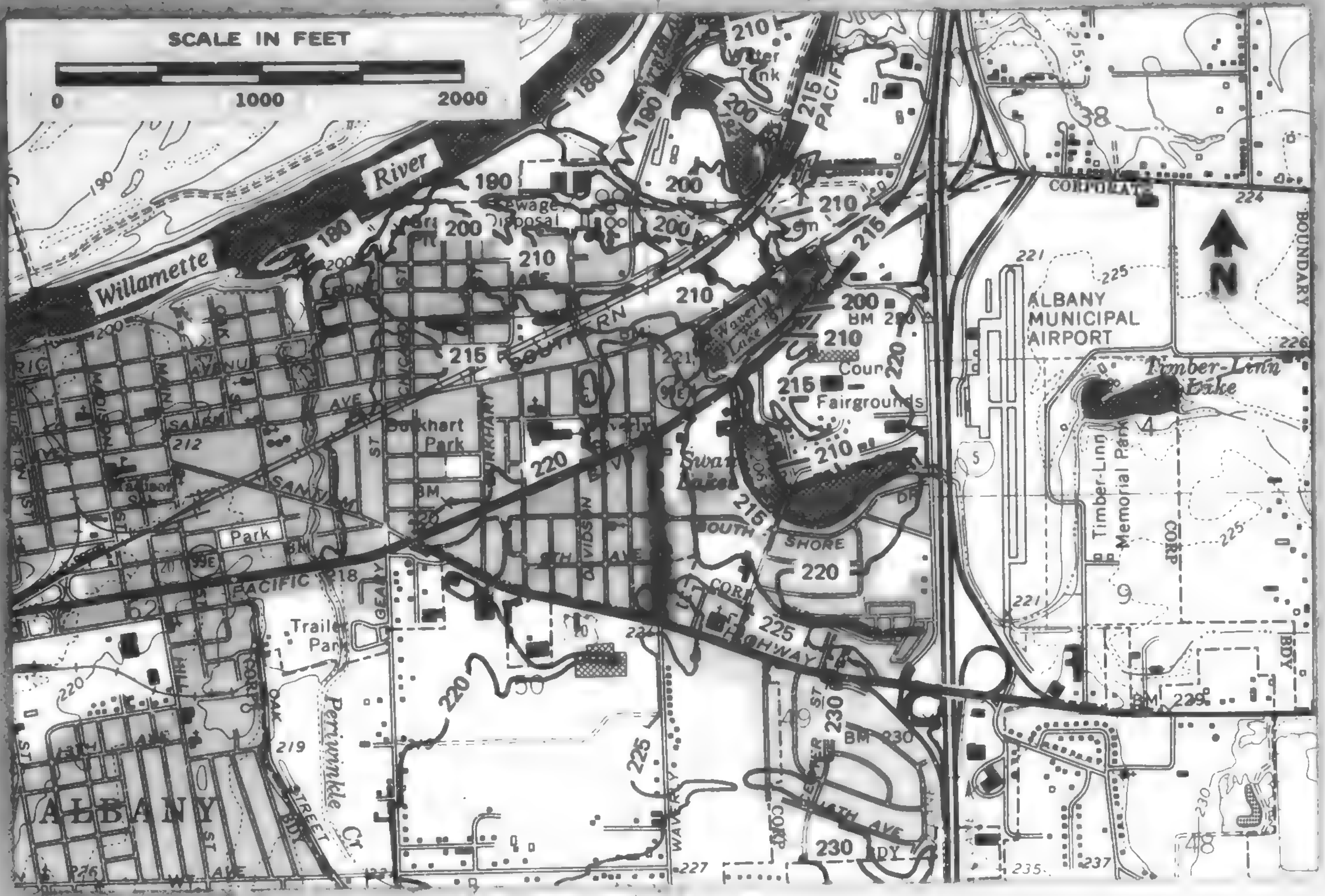
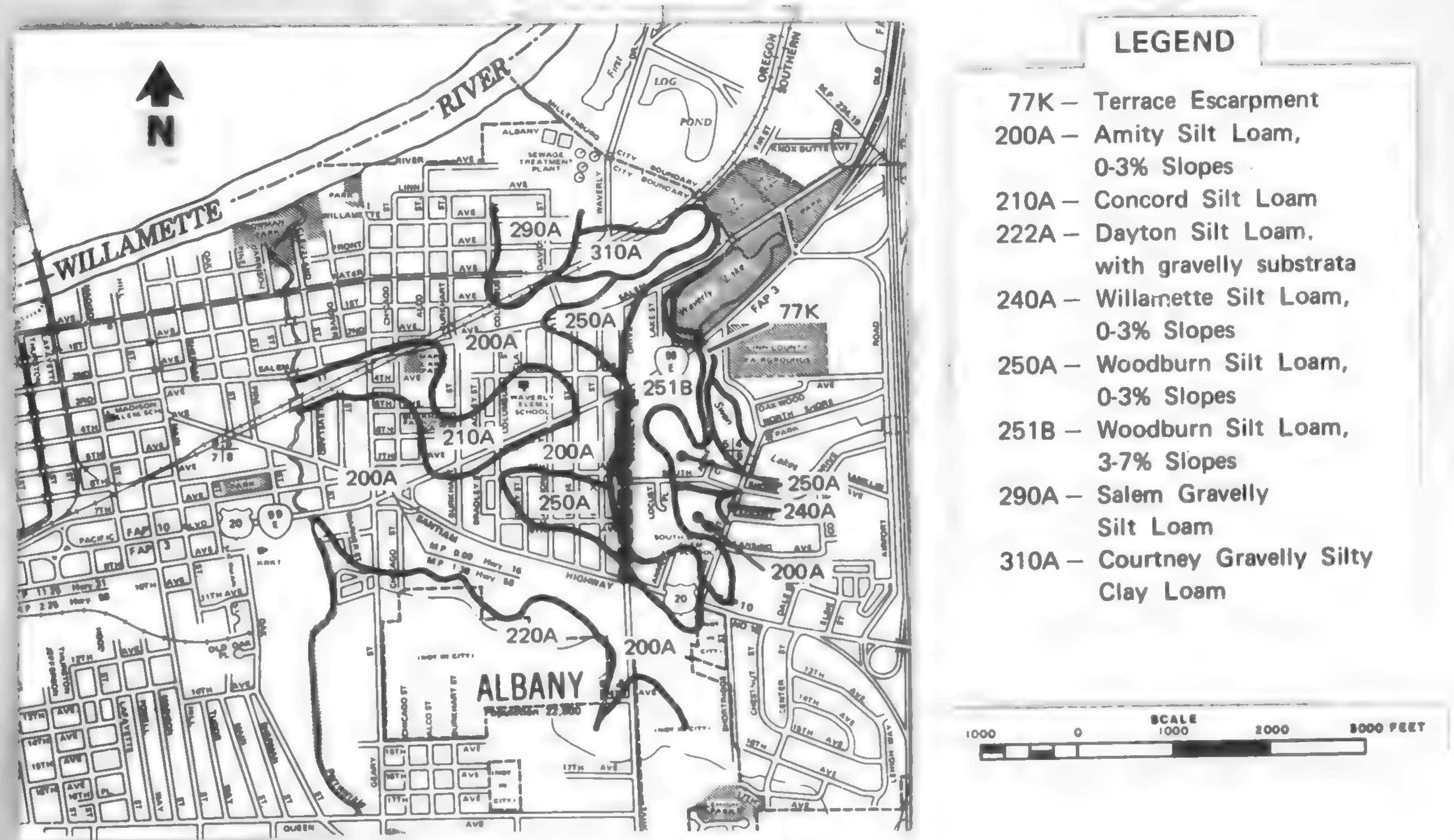

SCALE IN FEET
0
1000
2000
Willamette
River
180
190
200
210
215
220
225
230
Sewage Disposal
Water Tank
PACIFIC
SOUTHERN
Waverly Lake
Bryant Park
Swan Lake
SOUTH SHORE
BM
Park
PACIFIC
HIGHWAY
Trailer Park
Periwinkle Cr
ALBANY
Fairgrounds
ALBANY MUNICIPAL AIRPORT
Timber-Linn Lake
Timber-Linn Memorial Park
CORPORATE
BOUNDARY
N
221
224
225
226
227
229
235
237

FIGURE 6
SOILS


N
WILLAMETTE
RIVER
290A
310A
250A
200A
77K
251B
210A
200A
250A
250A
240A
200A
220A
200A
ALBANY
SCALE
1000
0
1000
2000
3000 FEET

LEGEND

77K – Terrace Escarpment
200A – Amity Silt Loam, 0-3% Slopes
210A – Concord Silt Loam
222A – Dayton Silt Loam, with gravelly substrata
240A – Willamette Silt Loam, 0-3% Slopes
250A – Woodburn Silt Loam, 0-3% Slopes
251B – Woodburn Silt Loam, 3-7% Slopes
290A – Salem Gravelly Silt Loam
310A – Courtney Gravelly Silty Clay Loam

agricultural soils by LCDC.[2] Because much of the area along Waverly Drive has been developed--the building of homes and stores and the paving of roads, driveways, and parking lots--the soil has been altered.

The area of ground covered with buildings and paving no longer absorbs the rainfall that hits it, so instead, the rainfall runs off and accentuates the drainage problems of the soil. Some flooding does occur along Waverly Drive and to the west after a heavy rainfall. Some of this runoff goes into storm drains that were built along parts of the existing roadway. The runoff drains into a ditch near the Waverly Drive-Ninth Avenue intersection. The ditch drains to the northeast, along the edge of South Shore School's playing fields, to Swan Lakes. The Swan Lakes drain northward into Waverly Lake and then into the Willamette River. Another ditch was recently constructed on the north side of Lakeshore Drive to help drain the land to the north for commercial development. The streets to the west of Waverly have storm sewers that are combined with the sanitary sewers. It was calculated that this contributes 21.8 million gallons of rainfall each year to the sewage treatment plant's load. Great volumes of rainfall going into the treatment plant could overload the treatment plant, causing the partially treated sewage to overflow into the river and thus adversely affect the water quality of the Willamette River.

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[2] The Land Conservation and Development Commission (LCDC) Goal #3 defines soils in Western Oregon in Classes I to IV as being agricultural soils.

[3] Calculations done by James Rankin, Civil Engineer for the City of Albany, 12-14-77.

Because most of this area is an urban residential area, most of the vegetation has been planted there by man. The residents have landscaped their yards with trees, shrubs, grass, and flowers. Many of the trees and shrubs are large and well-established, including some old oaks and maples. The commercial establishments at the north and south ends have some plantings, but most of their area is paved. There are three vacant parcels that have field grasses; one of these parcels has a large tree along the road. No wetlands or other types of sensitive or critical habitat are present along Waverly Drive.

Animals found in this type of urban residential environment include domestic dogs and cats, squirrels, and songbirds. In the commercial areas, although more barren, some of the same animals are found, including rock doves, crows, and starlings. There are no threatened or endangered species in the project area.

Cultural Resources

The cultural resources potentially impacted by a highway project are properties of historic or archeological significance or interest, such properties are identified by various national or state listings, or by local organizations interested in historic preservation.

The Oregon State Historic Preservation Office was contacted in regard to properties of historical significance (see Appendix C). There are no properties in the project area which are listed on the National Register of Historic Places or the Statewide Inventory of Historic Sites and Buildings. Thus, no properties in the project area are protected under Section 106 of the National Historic Preservation Act or meet the significance criteria under Section 4(f) of the Department of Transportation Act of 1966.

The house at 815 Waverly Drive has been identified by the local historic preservation committee as having local historic interest. The house was built in the 1890's as a farmhouse and remains in good condition today in use as a residence. No other buildings in the project area are of cultural interest.

This area may contain archeological resources becaus of its location near Swan Lake and probable occupation by Santiam (Calapuyan) Indians. Artifacts may be found in the clay soil deposits near the lakes. However, much development has already occurred along Waverly Drive and thus the probability of archeological discoveries in this area has been practically eliminated.

Human Environment

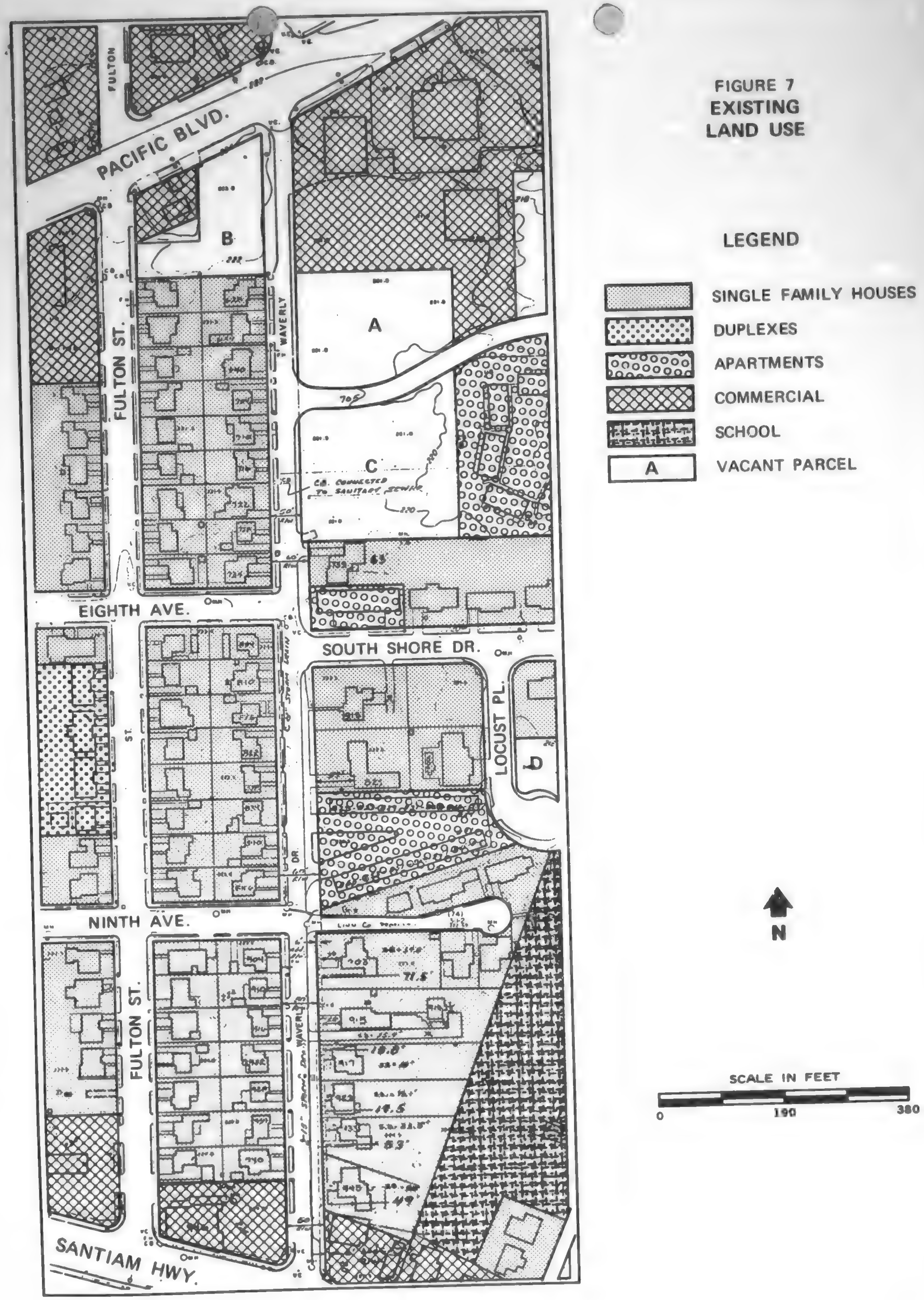
The downtown area of Albany is located along the Willamette River west of the project area. Adjacent to the central business district are residential areas. To the north and southwest of the project where the railroad lines go through, are industrial areas. South and southwest of the project is a large area of residential development.

Both Pacific Boulevard and Santiam Highway are major roads where access has not been limited; thus, the land on either side has been developed by highway-oriented commercial establishments. At the Pacific Boulevard intersection with Waverly Drive, there are three restaurants, an auto parts store, a sporting goods store, a gas station, and a motel; at the Santiam Highway intersection, there are three retail food stores, two restaurants, a bank, an auto service center, and a large department store (Fred Meyer).

Between these two major roads is a residential area. Most of the residences along Waverly Drive are older single-family homes. On the east side of Waverly Drive are a few apartments: The Wedgewood Apartments with 16 units, South Shore Apartments (a five-plex) on the corner of South Shore Drive, and the relatively new Lakeshore Manor Apartments with 48 units. To the west, there are mostly single-family homes with a few duplexes; to the east, there are mostly single-family homes plus a mobile home park and apartment complex by the freeway.

Along Waverly Drive there are a few vacant parcels. The property on the east side near the Pacific Boulevard intersection (Letter "A" on Figure 7) is being developed for more

FIGURE 7
EXISTING LAND USE


LEGEND
SINGLE FAMILY HOUSES
DUPLEXES
APARTMENTS
COMMERCIAL
SCHOOL
A VACANT PARCEL
PACIFIC BLVD.
FULTON
FULTON ST.
WAVERLY
EIGHTH AVE.
SOUTH SHORE DR.
LOCUST PL.
ST.
DR.
NINTH AVE.
FULTON ST.
WAVERLY
SANTIAM HWY.
A
B
C
D
CB. CONNECTED TO SANITARY SEWER
N
SCALE IN FEET
0
190
380

commercial establishments, including a sporting goods store which recently opened. Across the street (Letter "B") is a large field that extends westward to Fulton Street; this lot will probably be utilized for commercial development. A third vacant parcel (Letter "C") is located on the east side of Waverly Drive, south of Lake Shore Drive; this parcel was recently rezoned to allow a bank to be built on the site.

The population of both Albany and Linn County is growing as shown in Table 2. Projections of the future population have been made through 1990 and 2000. The population of Albany in 2000 is projected to be about double the 1978 population. This population would be accommodated within the urban growth boundary (which is in the process of being delineated by Albany and Linn County). Undeveloped land within the urban growth boundary would likely be developed for housing, industries, schools, and parks. Some of the already developed areas of the city may be redeveloped to higher densities to accommodate this growth.

The City of Albany adopted the "Albany Comprehensive Plan" in 1971; (see Figure 8). This plan designates this part of Pacific Boulevard and the Santiam Highway as "Commercial". The plan states that the Pacific-Santiam commercial area has "achieved the size and variety typical of a central business district". But the area "lacks the pedestrian orientation found in a good central business district. If not carefully handled, conflicts with the automobile will become more severe and will work to the detriment of motorist and businessman alike". The rest of the land along Waverly Drive is designated "Urban Residential" on the plan (applied to lands which are now served or are likely to be served by sewer and water systems). The plan states that those areas designated Urban Residential should have a variety of modes of housing (from single-family houses to high-rise apartments). The plan is in the process of being updated

TABLE 2

Population

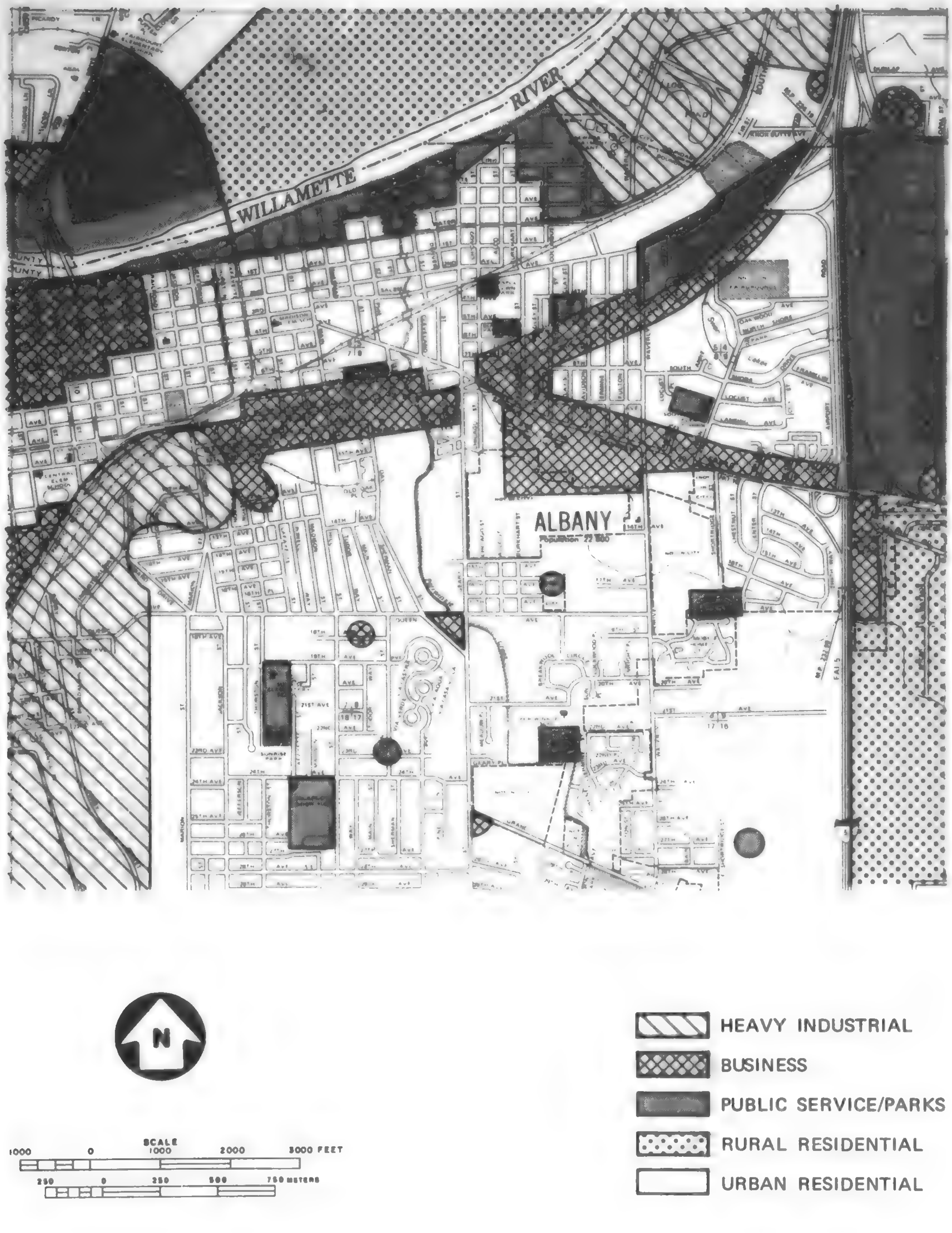
	Albany	% Increase Since 1978	Linn County	% Increase Since 1978
1960	12,926		58,867	
1970	18,219		71,914	
1975	22,015		81,000	
1978	26,150		88,300	
1980	26,360*	0.8	90,900*	2.9
1985	31,600*	20.8	101,300*	14.7
1990	37,890*	44.9	113,030*	28.0
1995	44,670**	70.8	124,400***	40.9
2000	52,290**	100.0	136,100***	54.1

*From Linn-Benton Economic Data Base, Oregon District 4 Council of Governments for Linn and Benton Counties, May 1978.

**Calculated using 3.2% annual increase from 1978 figures.

***Center for Population Research high projections, 1976.

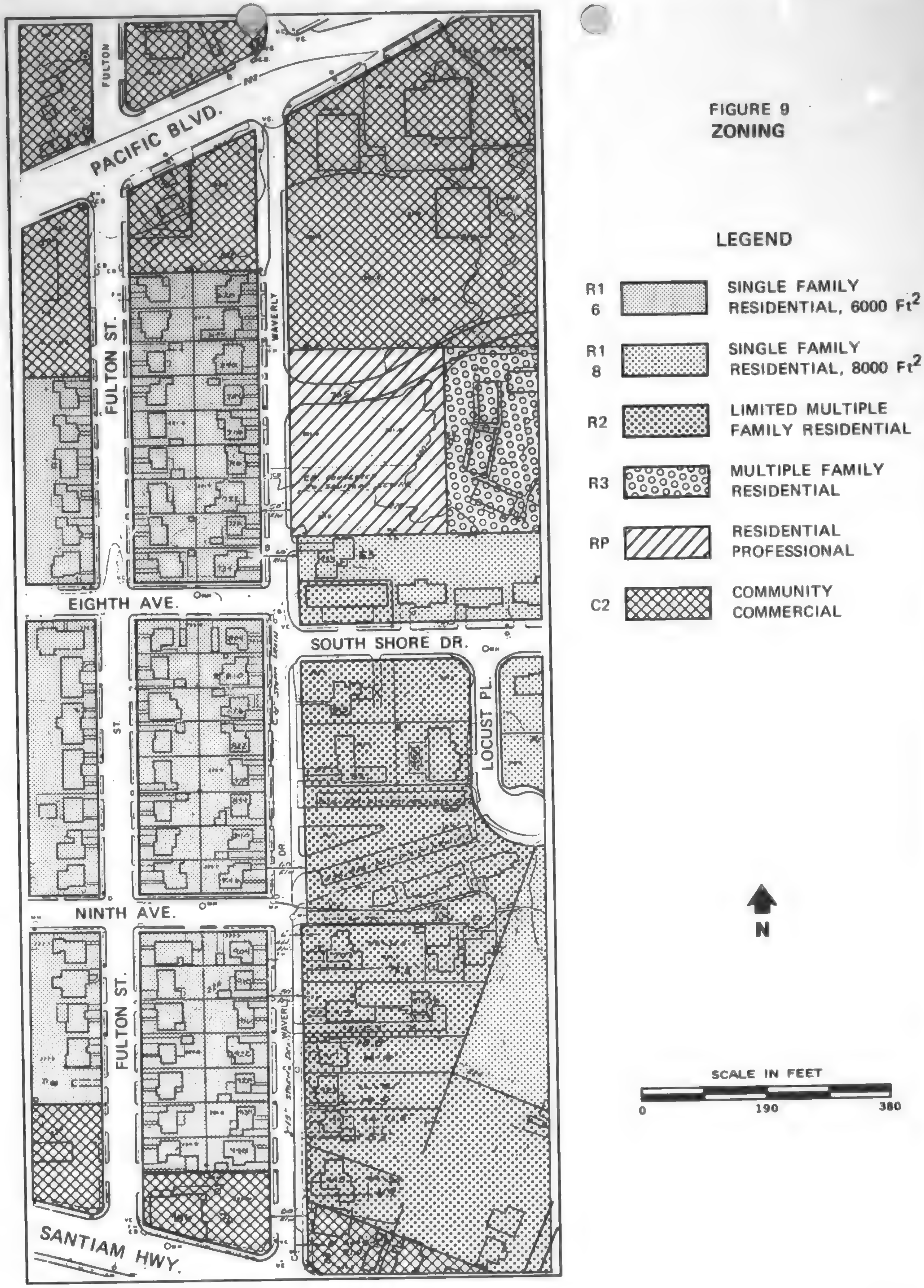
FIGURE 8
THE COMPREHENSIVE PLAN


WILLAMETTE RIVER
ALBANY
N
SCALE
1000 0 1000 2000 3000 FEET
250 0 250 500 750 METERS
▨ HEAVY INDUSTRIAL
▦ BUSINESS
■ PUBLIC SERVICE/PARKS
░ RURAL RESIDENTIAL
☐ URBAN RESIDENTIAL

and revised where needed to comply with the State Land Conservation and Development Commission planning goals. Goal 14 (Urbanization) says plans should encourage the "maximum efficiency of land uses within the urban area". Goal 10 (Housing) says plans should "encourage the availability of adequate numbers of housing units ... and allow flexibility of housing location, type, and density". The final urban growth boundary and Comprehensive Plan are expected to be completed in 1980.

The project is zoned for commercial and residential uses (see Figure 9). The lands bordering the Pacific Boulevard and Santiam Highway intersections with Waverly Drive are zoned C-2, Community Commercial. All of the remaining parcels along the west side of Waverly Drive are zoned R-1, Single-Family Residential, with a minimum lot size of 6,000 square feet. One parcel on the east side and many of the parcels along South Shore Drive are zoned R-1 with a minimum lot size of 8,000 square feet. The remaining parcels along the east side of Waverly Drive are zoned R-2, Limited Multiple Family Residential. This zone allows multiple family units of 3,000 square feet (and a minimum total lot size of 6,000 square feet). The Lakeshore Manor Apartments property is zoned R-3, Multiple Family Residential, and the property to the west is zoned RP, Residential Professional. Those parcels on the east side are, in general, occupied by single-family homes; there is the possibility that these parcels would be redeveloped to higher density residential use. There is also

FIGURE 9
ZONING


FULTON
PACIFIC BLVD.
FULTON ST.
WAVERLY
EIGHTH AVE.
SOUTH SHORE DR.
LOCUST PL.
ST.
DR.
NINTH AVE.
FULTON ST.
WAVERLY
SANTIAM HWY.
LEGEND
R1 6 SINGLE FAMILY RESIDENTIAL, 6000 Ft²
R1 8 SINGLE FAMILY RESIDENTIAL, 8000 Ft²
R2 LIMITED MULTIPLE FAMILY RESIDENTIAL
R3 MULTIPLE FAMILY RESIDENTIAL
RP RESIDENTIAL PROFESSIONAL
C2 COMMUNITY COMMERCIAL
N
SCALE IN FEET
0
190
380

the possibility that these properties could be rezoned to R-3 allowing more intensive multiple-family dwellings or even to commercial zones (if accompanied by a plan change).

East of Waverly Drive is the South Shore Elementery School (grades 1 through 6). The building faces onto Bain Street with the playing fields more toward Waverly Drive. Children from the residences on the west cross Waverly Drive at the Ninth Avenue crosswalk on their way to and from school. Other public facilities in the vicinity of the project include Waverly School to the northwest, Waverly Lake Park to the north, Linn County Fairgrounds to the northeast, and the Albany Municipal Airport and Timber-Linn Memorial Park to the east.

ENVIRONMENTAL IMPACTS

Impacts on the Natural Environment

The general topography would not be changed with Alternative 2. A small amount of fill would be placed behind some of the new curbs to make the top of them level with the adjoining yards. Some excavation would occur for the storm sewer lines. The existing pavement could be used or recycled to save on materials; if it is not utilized, a disposal site would need to be found. Local commercial sources would be utilized to supply the remaining rock and asphalt needed for the added width.

The new storm drainage system proposed in Alternative 2 would replace the function of the drainage ditch. The proposed trunk storm sewer would be located to the north of the access road to the Lakeshore Manor Apartments and would empty into Swan Lakes. Rainfall on Waverly Drive would be drained more quickly into Swan Lakes, thus lessening the chance of flooding even though the widening would result in increased paved area.

The widening proposed in Alternative 2 would pave an additional 12 to 18 feet of land on the east side, amounting to approximately 24,000 square feet. Presently, 5 feet of this is a gravel shoulder. However, the rest would be landscaped areas; at least 3 large trees, 4 smaller trees and a 4' hedge would have to be removed for the additional pavement width. This removal of vegetation would change the aesthetics of the east side somewhat and remove the "screens" (thus the residents would also feel like they were closer to the road). Similar types of vegetation would be replanted if the owner requested it. This loss of vegetation, especially of the large trees, would impact wildlife somewhat but, because the amount involved is small, the impact would be relatively insignifcant. The No-Build Alternative would not result in loss of these trees and vegetation.

Cultural Impacts

No right-of-way would need to be taken from the lot at 815 Waverly Drive under Alternative 2, because the right-of-way is already of adequate width. Also, there would be no acquisition of any part of the house nor would noise impact the house. Part of the front of the lot (including part that is now a gravel shoulder) would be paved to become a parking lane. The existing hedge and shrubs would not need to be distrubed (although they are within the right-of-way). Thus the project would have no direct impact on the cultural value of the house.

The possibility that archaeological finds would be disturbed by the project is practically nonexistant. Between 10 and 18 feet along the east side would be paved. Part of this area has been graded and overlain with gravel to provide shoulders along the existing roadway; the rest has been altered by driveways and landscaping. No archeological survey would be required prior to construction.

Noise Impacts

The project is located in the urban area of Albany. Along the roadway are many residences; commercial establishments are located at the north and south ends of this section of Waverly Drive. Design noise levels (L_{eq}) for these categories of receptors are 67 dBA and 72 dBA respectively. If noise levels exceed the design noise levels, the use of noise mitigation measures, such as berms, would need to be evaluated.

The closest receptor to the road along the project is the South Shore Apartment building (2701 South Shore Drive). The existing (1979) noise level (L_{eq}) measured at this site was 62 dBA. This measured value agreed with that predicted using the FHWA Noise Prediction Model.[4] This model was then used to calcuate maximum noise levels at this site in 1978 and 1998 under both the No-Build and Build Alternatives; these are shown in Table 3.

As shown in Table 3, peak truck hour noise levels are higher than the peak traffic hour noise levels. Noise levels under the No-Build Alternative in 1998 are similar to those in 1978, even with the increase in traffic volumes, because traffic

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[4] Publication FHWA-RD-71-108, December, 1978.

TABLE 3

Predicted Noise Levels at South Shore Apartments

	1978 (No-Build)	1998 (No-Build)	1998 (Build)
Peak Hour	59 dBA	58 dBA	61 dBA
Peak Truck Hour	65 dBA	65 dBA	67 dBA

is moving slower. Noise levels in 1998 under the Build Alternative are higher than the existing due to the increase in traffic volumes and speeds. However, even with the Build Alternative during the peak truck hour, the design noise levels are not exceeded at this site. Because other residences are located further away from the roadway, noise levels at these sites would be below the 67 dBA design noise level. The noise levels at the commercial establishments would be below the 72 dBA design noise level for commercial sites.[5]

Construction noise would be a temporary impact but would impact the residences along Waverly Drive and adjacent streets. To keep construction noise impacts to a minimum, construction time constraints would be imposed to insure that quiet periods of the day would be free of construction generated noise.

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[5] Except as influenced by the noise of traffic on Pacific Boulevard or Santiam Highway.

Construction would not be allowed between 10:00 p.m. and 6:00 a.m. or on Sundays or holidays except by permission of the resident engineer. These constraints, along with the use of machinery that generate the least amount of noise, would reduce the construction noise impacts.

Air Quality Impacts

Albany is included in the Portland Interstate Air Quality Control Region No. 193 established by DEQ. Although only total suspended particulates are monitored in Albany as part of the Air Quality Surveillance Network, Albany is considdered to meet all applicable state and federal air quality standards.

The automobile is a major contributor to air pollution, emitting carbon monoxide, hydrocarbons, nitrogen oxides, and lead. The Clean Air Act and it Ammendments require automobile emission control systems to be improved, thus, the amount of pollutants emitted per car will decrease.

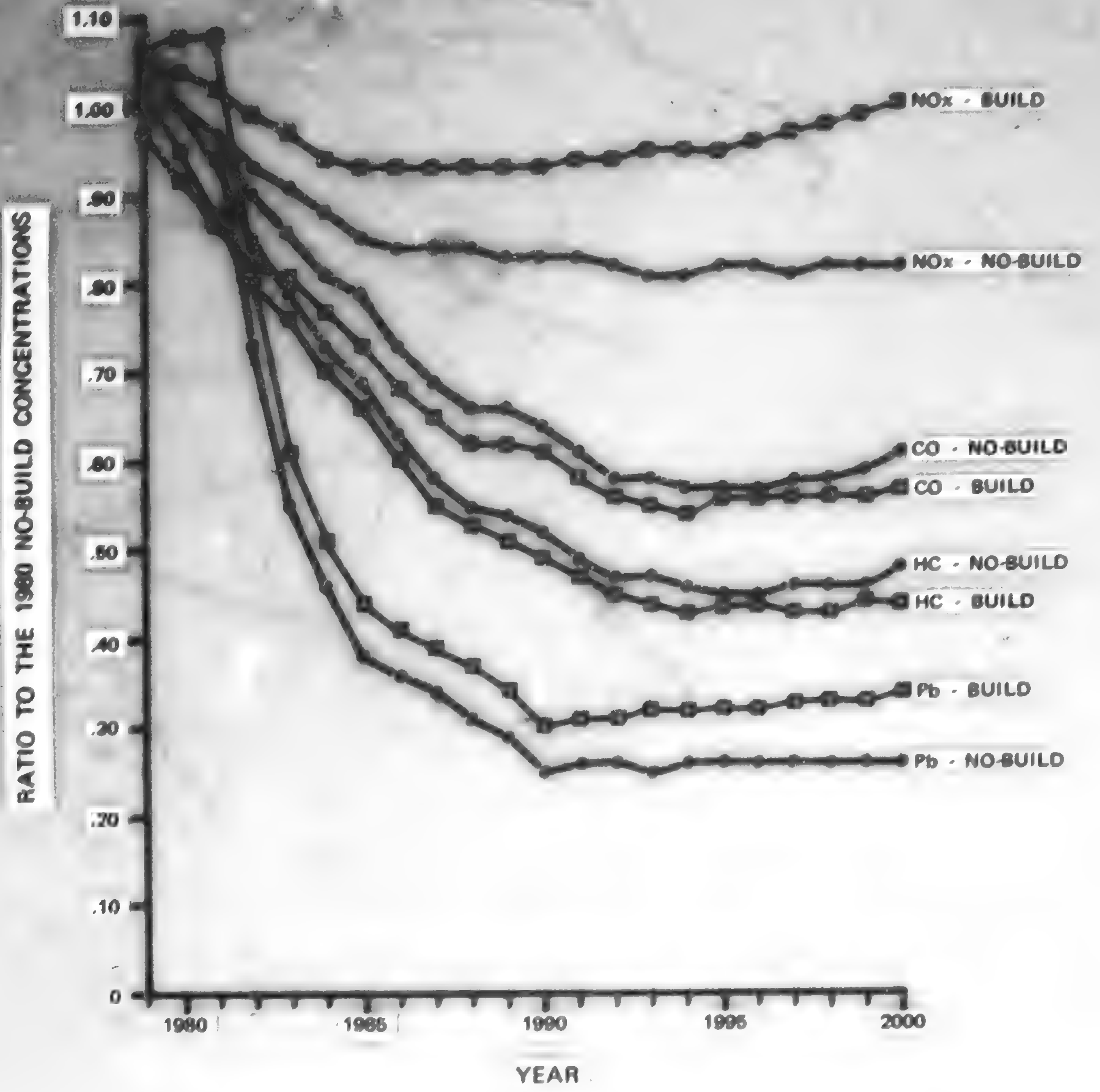
In order to determine the effect of the project on emissions, a computer program was used that took into account the future traffic volumes, speeds, and average pollutant emissions per car. As shown in Table 1, average daily traffic volumes are expected to increase 25 to 32 percent between 1978 and 1998 under the No-Build Alternative, and almost 40 percent between 1978 and 1998 under the Build Alternative. Even with the increases in traffic under the Build Alternative, traffic speeds are not expected to decrease as much as they would without the widening.

The total emissions of hydrocarbons, carbon monoxide, nitrogen oxides, and lead generated by vehicles along Waverly Drive were calculated for future years for both the Build and No-Build Alternatives. Figure 10 shows the results for the northern part of the project (Pacific Boulevard to South Shore Drive) with pollutant concentrations given as a ratio to the 1980 No-Build concentrations. Similar results were obtained for the southern part of the project (South Shore Drive to Santiam Highway) (see Tables A-4 and A-5). In general, by the year 2000, all emission rates show substantial improvement. The only exception is for nitrogen oxides under the Build Alternative Emissions fall to .93% of the 1980 No-Build levels, but then rise until they are about equal to the 1980 No-Build levels by the year 2000.

The Build Alternative would result in greater reductions in carbon monoxide and hydrocarbons than the No-Build Alternative but the latter would result in greater reductions in nitrogen oxides and lead. Either alternative would result in pollutant levels equal to or less than present levels and thus be within standards.

Air quality within the project area can be adversely affected by construction activity. Dust from road surfaces and

FIGURE 10
AIR QUALITY
RATIO OF POLLUTANT CONCENTRATIONS
TO THE 1980 POLLUTANT CONCENTRATIONS*



NOx = NITROGEN OXIDES
CO = CARBON MONOXIDE
HC = HYDROCARBONS
Pb = LEAD

*This is for the Pacific Blvd. to South Shore Dr. Sectin of Waverly Drive.

exhaust emissions from construction vehicles are the two most significant areas of concern with respect to air quality impacts during construction. To reduce dust, the construction surface would be watered or otherwise treated. Furthermore, construction activity would be scheduled so that the likelihood of multiple activities all resulting in emissions would be minimized.

Traffic Impacts

The provision of left turn lanes for turning onto Pacific Boulevard, Lakeshore Drive, and the Santiam Highway would aid traffic movement. Left-turning vehicles would not hold up traffic going straight or turning right as they would with Alternative 1. The signal at the Pacific Boulevard intersection (with Alternative 2) would make left turning movements and straight travel on Waverly Drive possible without a long wait, that would otherwise back up traffic on Waverly Drive. As shown in Table 1, speeds in 1998 are projected to be faster with the Build Alternative than with the No-Build Alternative.

Traffic volumes are expected to increase by about 40 percent with Alternative 2 by the year 1998. With Alternative 1, volumes are expected to only increase 23 and 32 percent. The improvement of Waverly Drive under Alternative 2 would make this route more attractive; traffic that now uses Bain Street or other short-cuts would likely use Waverly Drive. The level of service with these traffic volumes in 1998 would be between

C and E with the project and between D and F with the No-Build Alternative. By 1998, the part of Waverly Drive by the Santiam Highway intersection would be operating at level of service E even with the Build Alternative. Another south-bound lane could later be added on the west side of Waverly Drive near the intersection, which would provide continuity with the part of Waverly Drive south of the intersection. Traffic could move faster through this section and the level of service could be raised from E to D.

Alternative 2 would provide parking along Waverly Drive between Pacific Boulevard and Ninth Avenue on the west and between Eighth and Ninth Avenues on the east. This would provide space for residents along Waverly Drive to park instead of the present haphazard parking along the shoulder. Parked cars would not encroach on the width of the travel lanes as they presently do.

The accident rate could go down with Alternative 2. The light and left turn lane at Pacific Boulevard and left turn lane at Santiam Highway would make turning easier and less hazardous. Parked cars would not encroach on the travel lanes and thus drivers would not have to jog to get around them. The number of accidents occuring due to turns at driveway and side streets would probably be the same as with the No-Build Alternative.

Pedestrian safety would be the same under either alternative. The existing sidewalk on the west side of Waverly Drive would be retained. There would be one crosswalk at Ninth Avenue for children to use to and from South Shore Elementary School. The existing crosswalk markings at Eighth Avenue will not be repainted. Appropriate speed limits and signing would be used to allert drivers to the school crossing.

Land Use Impacts

Neither Alternative 1 or Alternative 2 would require acquisition of any homes or businesses. Alternative 2 would require the acquisition of six feet of additional right-of-way between the Santiam Highway and Ninth Avenue and 10 feet between Eighth Avenue and Pacific Highway. The additional pavement width with Alternative 2 would result in some loss of trees, shrubs, and lawns. Because of this loss of yard area, greater proximity of the roadway, and greater noise levels at those homes on the east side, these houses could be viewed as less desirable. Some people on the east side may sell and move or rent out their houses. Because most of this side is zoned "Limited Multiple Family Residential", there may be a conversion or replacement of single-family residences to multiple-family dwellings. It is unkown, however, what number of conversions would occur even without the widening, given the present plan and zoning. With Alternative 2, houses on the west side may become more desirable due to the provision of parking for them. However, it may be difficult to get out of driveways due to the increase in traffic.

The increase in traffic on Waverly Drive and easing of traffic congestion with Alternative 2 may increase the desirability of the northern vacant parcels for commercial development. More potential customers would pass by and the businesses could be accessed easier. However, the development of these vacant lots would probably also occur with Alternative 1. Because of the limited extent of the project and the urbanized setting, Alternative 2 is not expected to cause land use changes in other parts of Albany.

Socio-Economic Impacts

Alternative 2 (the Build Alternative) would need a right-of-way width of 60 feet, requiring additional acquistion along parts of the east side. A ten-foot wide strip would be acquired from the property along the northeast side of Waverly Drive extending 680 feet south of the Pacific Boulevard intersection. A six-foot wide strip would be acquired in front of the 6 houses and 1 store on the east side of Waverly Drive between Ninth Avenue and Santiam Highway. Also, a small amount of land and a 3-foot wide temporary easement (extending for 219 feet) would be acquired from the property on the west side just south of Pacific Boulevard. There would also be an easement for the storm sewer along the north side of the private road (about 400 feet south of Pacific Boulevard) to Swan Lakes. No homes or businesses would be acquired or require relocation assistance with either Alternative 1 or 2. No minority groups would be adversely affected by either alternative. There would also be no impact on the school with either alternative.

The right-of-way acquistion cost is estimated to be almost $22,000. Since private property would be converted to public transportation functions (which are tax exempt), the Build Alternative would decrease the city's tax base slightly, (in this case less than one-tenth of a percent). Losses to the tax base are usually made up by the remaining taxpayers who pay slightly higher taxes. Because of the small amount of acquisition with this project, there is essentially no impact on the tax rate. The businesses along Waverly Drive may experience higher assessed values due to the desirability of being along a safer less congested street.

Landowners along Waverly Drive would be charged roadway assessments under Alternative 2. Federal funds would cover 78% of the cost of the project; state funds would cover 11%. The remaining 11% the city must provide, amounting to about $53,130. The city has proposed obtaining this amount by assessing the properties along both sides of Waverly Drive for the benefit they derive from the project. Those along the west side now having curbs would have slightly lower roadway assessments.

BASIS FOR NEGATIVE DECLARATION

This project is not expected to precipitate significant alterations in land use, planned growth, development patterns, traffic volumes or patterns, transportation services, or manmade resources. The project has no 4(f) involvements. The project would not divide or disrupt any established community. It is considered consistent with laws and regulations relating to the environment and would not have significant adverse impacts on air quality or ambient noise levels.

It is the conclusion of the Oregon Department of Transportation and the Federal Highway Administration that this project constitutes a major action as defined in the *Federal-Aid Highway Program Manual*, Volume 7, Chapter 7, Section 2, and that implementing the proposed action would not have a significant impact upon the quality of the human environment of a magnitude to require the processing of an environmental impact statement.

Concurred in by:

ES Hunter
Assistant State Highway Engineer

11-13-79
Date

EJ Valach
Federal Highway Administration Official

12-5-79
Date

APPENDIX A

LEVELS OF SERVICE ON ARTERIAL STREETS
As defined by the 1965 Highway Capacity Manual

Level of Service "A" - Free flow (relatively; some stops will occur). Average travel speed above 30 mph.

Level of Service "B" - Stable flow (slight delays). Average travel speed 25-30 mph.

Level of Service "C" - Stable flow (acceptable delays). Average travel speed 20-25 mph.

Level of Service "D" - Approaching unstable flow (delays tolerable). Average travel speed 15-20 mph.

Level of Service "E" - Unstable flow (congestion, short periods of stoppages). Average travel speed approximately 15 mph.

Level of Service "F" - Forced flow (jammed; stop-and-go). Average travel speed less than 15 mph.

Average Travel Speed - The summation of distances traveled over a street section during a specified period of time, divided by the summation of overall travel times.

APPENDIX B

ACCIDENTS, 1976-1978

		COLLISION TYPE													CLASSIFICATION					
		Angle	Head-on	Rear-end	Sideswipe Meeting	Sideswipe Overtaking	Turning	Parking	Non-Collision	Fixed-Object	Pedestrian	Backing	Miscellaneous	TOTAL ALL COLLISIONS	Fatal	Non-Fatal	Prop. Damage	Persons Killed	Persons Injured	Accident Rate per million vehicle-miles of travel
Waverly Drive	1976		1				2							3		2	1		4	3.82
	1977			1										1		1			2	
	1978						3							3		3			5	
	TOTAL 3 Yrs.		1	1			5							6						
Pacific Blvd. M.P. 0.76 - M.P. 1.00 (Waverly intersection at M.P. 0.88)	1976	3		1			1							5		2	3		2	3.77
	1977	2		3		1	5							11		10	1		17	7.47
	1978	1		3		1	11						1	17		17			18	10.81
	TOTAL 3 Yrs.	6		7		2	17						1	33						Ave: 7.55
Santiam Hwy. M.P. 0.37 - M.P. 0.61 (Waverly intersection at M.P. 0.49)	1976	4		3			3							10		7	3		7	7.36
	1977	5		9		1	7							22		15	7		15	15.89
	1978	3		7		1	9							20		16	4		26	12.21
	TOTAL 3 Yrs.	12		19		2	19							52						Ave: 11.87
TOTAL OF ABOVE SEGMENTS	1976	7	1	4			6							18						
	1977	7		13		2	12							34						
	1978	4		10		2	23						1	40						
	TOTAL 3 Yrs.	18	1	27		4	41						1	92						

APPENDIX C

ROBERT W. STRAUB
GOVERNOR

Department of Transportation
STATE HISTORIC PRESERVATION OFFICE
Parks and Recreation Branch
525 TRADE STREET S.E., SALEM, OREGON 97310

June 21, 1979

Mr. Pieter Dykman
Research Coordinator
Environmental Section
412 DOT Building
Salem, OR 97310

Dear Mr. Dykman:

Re: Pacific Boulevard-Santiam Highway
Linn County

This is in response to the cultural resource survey carried out to assess impact of the above-mentioned project on historical and archeological resources.

After careful review of the cultural resource survey undertaken in the project area, our office can offer the following comments. We feel that no cultural resources of National Register potential have been identified which are likely to be directly affected by this project.

We note that, owing to the prior disturbance of the project area by urban development, no archeological survey will be required prior to construction.

We feel that Public Law 89-665 and Executive Order 11593 have been addressed.

Thank you for your cooperation and concern.

Sincerely,

David G. Talbot

David G. Talbot
State Historic Preservation Officer

DGT:EWP

APPENDIX D

Ratio of Emissions to those in 1980 under the No-Build Alternative For Pacific Blvd. to South Shore Drive section of Waverly Dr.

Year	No-Build				Build*			
	HC	CO	NOx	Pb	HC	CO	NOx	Pb
1979	1.08	1.05	1.01	1.00	1.02	.97	1.04	1.07
1980	1.00	1.00	1.00	1.00	.95	.92	1.04	1.08
1981	.94	.97	.97	.97	.88	.87	1.02	1.08
1982	.85	.90	.93	.73	.80	.82	.99	.81
1983	.79	.86	.91	.55	.76	.81	.97	.61
1984	.73	.81	.88	.46	.70	.77	.94	.51
1985	.69	.79	.85	.38	.66	.73	.93	.44
1986	.63	.73	.84	.36	.60	.68	.93	.41
1987	.58	.69	.84	.34	.55	.65	.93	.39
1988	.55	.66	.84	.31	.53	.62	.93	.37
1989	.54	.66	.83	.29	.51	.62	.93	.34
1990	.52	.64	.83	.25	.49	.61	.93	.30
1991	.49	.61	.83	.26	.47	.58	.94	.31
1992	.47	.58	.82	.26	.45	.56	.94	.31
1993	.47	.58	.81	.25	.44	.55	.95	.32
1994	.46	.57	.81	.26	.43	.54	.95	.32
1995	.45	.57	.82	.26	.44	.56	.95	.32
1996	.45	.57	.82	.26	.44	.56	.96	.32
1997	.46	.58	.81	.26	.43	.56	.97	.33
1998	.46	.58	.82	.26	.43	.56	.98	.33
1999	.46	.59	.82	.26	.44	.56	.99	.33
2000	.48	.61	.82	.26	.44	.57	1.00	.34

*This assumes that the project is operating in 1980.

Ratio of Emissions to those in 1980 under the No-Build Alternative For the South Shore Dr. to Santiam Hwy. section of Waverly Dr.

Year	No-Build				Build*			
	HC	CO	NOx	Pb	HC	CO	NOx	Pb
1979	1.07	1.05	1.01	1.00	1.00	.95	1.05	1.07
1980	1.00	1.00	1.00	1.00	.93	.91	1.04	1.08
1981	.95	.97	.97	.97	.88	.89	1.01	1.05
1982	.87	.92	.93	.73	.82	.84	.98	.79
1983	.82	.87	.91	.55	.76	.80	.96	.60
1984	.78	.86	.87	.45	.73	.79	.93	.50
1985	.73	.81	.85	.39	.69	.75	.91	.43
1986	.69	.78	.84	.36	.63	.69	.91	.40
1987	.64	.74	.84	.34	.60	.68	.90	.37
1988	.61	.71	.83	.31	.57	.66	.90	.35
1989	.61	.71	.82	.29	.55	.64	.90	.33
1990	.59	.69	.82	.26	.53	.62	.91	.29
1991	.56	.66	.82	.26	.53	.62	.90	.29
1992	.57	.65	.81	.26	.51	.59	.90	.29
1993	.55	.63	.82	.26	.49	.58	.90	.30
1994	.56	.65	.81	.25	.50	.59	.89	.29
1995	.56	.65	.81	.26	.50	.59	.90	.30
1996	.55	.64	.82	.26	.50	.59	.91	.30
1997	.58	.67	.81	.25	.51	.61	.90	.30
1998	.58	.67	.82	.26	.51	.61	.91	.30
1999	.58	.68	.83	.26	.52	.61	.92	.30
2000	.62	.71	.83	.25	.55	.64	.92	.30

*This assumes that the project is operating in 1980.

979-41

AFFIDAVIT OF PUBLICATION

STATE OF OREGON }
County of Linn } ss.

I, Mary Louise Gaylord, being first duly sworn, depose and say: That I am the principal clerk of the publisher of the

Albany Democrat-Herald

a daily newspaper of general circulation, as defined in ORS 193.010, printed and published at Albany in the aforesaid county and state; that the Public Notice

a printed copy of which is hereto annexed, was published in the entire issue of said newspaper for 1 successive and consecutive weeks in the following issues.

Sept. 25, 1979

Mary Louise Gaylord

Subscribed and sworn to before me this 1st day of October 1979

Anita J. Sargeant
Notary Public for Oregon

My Commission Expires:

My Commission Expires January 4, [illegible]

1M-7/78

APPENDIX E

PUBLIC NOTICE

Notice is hereby given that the Environmental Impact Statement for the Improvement of Waverly Drive between Pacific Boulevard and the Santiam Highway (FAUS2868) is available to the public at the following locations:

Environmental Section
Oregon State Highway
Department
612 Transportation Bldg.
Salem, OR 97310

Highway Division
Department of Transportation
[illegible] E. State Street
Salem, OR 97310

City of Albany
Engineering Department
City Hall Annex
127 SW Broadalbin
Albany, OR 97321

Anyone interested in commenting on, or wanting a public hearing on the Environmental Impact Statement should submit their comments in writing to the City of Albany, City Engineer, P.O. Box 490, Albany, Oregon 97321, within thirty days of the date of this Notice.

Dated this 20th day of September, 1979.

Gary Holliday,
Finance Director
September 25, 1979

9264.

L.

August 9, 1979

Mr. W. C. Doty, Manager
Albany Area Chamber of Commerce
Post Office Box 548
Albany, Oregon 97321

Dear Mr. Doty:

Thank you for your letter of July 25 letter and resolution requesting that the Oregon Department of Transportation schedule the construction of the Pacific Boulevard-Santiam Highway Section of Waverly Drive for the first quarter of 1980.

We rescheduled this project when it became apparent the original schedule date was unrealistic. We do not yet have design approval from the Federal Highway Administration. We anticipate this in a month or two. Once this is accomplished, acquisition of right-of-way and the preparation of bidding plans will take approximately one year. Therefore, a bid letting date prior to September 1980 is unrealistic. If the right-of-way acquisition goes faster than anticipated, we will advance the project.

Thank you for your concern and support.

Sincerely,

F. B. Klaboe
Director

bc H. S. Coulter
E. S. Hunter
D. H. Moehring
J. B. Boyd
G. L. Potter
C. O. Fredrickson

DES:pf fn

Brightest spot in Oregon's Future

POST OFFICE BOX 548 • ALBANY, OREGON 97321 • PHONE (503) 926-1517

July 25, 1979

Director
Department of Transportation
Transportation Building
Salem, Oregon

Dear Sir:

On July 17, 1979, the Board of Directors of the Albany Area Chamber of Commerce adopted the enclosed resolution.

We would greatly appreciate your consideration of this matter.

Sincerely,

ALBANY AREA CHAMBER OF COMMERCE

W C Doty

W. C. Doty
Manager

WCD:ls

Enclosure

7-27
cy to

RECEIVED
STATE HWY ENGR
JUL 27 '79
REFER TO
Mockmig
FOR

Info	Inves	R/D	D/R	Sign	Act	File
		X				

RECEIVED
DOT DIRECTOR
JUL 26 '79
REFER TO
Coulter
FOR

Info	Inves	R/D	D/R	Sign	Act	File
		X				

RESOLUTION

WHEREAS, the City of Albany and Oregon Department of Transportation (ODOT) entered into an agreement in the second quarter of 1976 to construct improvements on Waverly Drive between Santiam Highway and Pacific Boulevard,

Whereas, ODOT scheduled the project for construction contract bidding in the first quarter of 1979,

Whereas, ODOT has re-scheduled the project for bidding in September, 1980,

Whereas, the volume of traffic continues to increase, therefore, increasing the potential safety hazard and public inconvenience.

BE IT RESOLVED, that the ALBANY AREA CHAMBER OF COMMERCE requests that ODOT expedite the construction of this project and re-schedule the contract for completion and bidding within the first quarter of 1980.

ADOPTED BY THE BOARD OF DIRECTORS OF THE ALBANY AREA CHAMBER OF COMMERCE on this 17th day of July, 1979.

ATTEST:

W C Doty
W. C. Doty, Manager

H Dan Moore
H. Dan Moore, M.D., President

9264

U.S. DEPARTMENT OF TRANSPORTATION · FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

5-1-79

FEDERAL AID PROJECT NO. M-2955(1)

STATE PROJECT NO. See below

COUNTY NAME Linn

PROGRAM STAGE (Check) ☐ ☐ 2.

FROM:

G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO. M-73

TO:

Mr. H. S. Coulter
State Highway Engineer, ODOT
Salem, Oregon

RECEIVED
STATE HWY ENGR
MAY 9 - '79
REFER TO Meechan
FOR

Info	Inves	R/D	D/R	Sign	Act	File

5-9
one c
to

DATE PS & E APPROVED

DATE AUTHORIZATION EFFECTIVE 5-1-79

FEDERAL ROUTE NUMBER FAU 2955

STATE ROUTE NUMBER City Street

GENERAL LOCATION:

Pacific Blvd.-Santiam Hwy. (Albany) Section

GENERAL DESCRIPTION OF WORK:

Program Change

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☒ OTHER (Specify) Program Change
See Below

☐ ACQUISITION OF RIGHT-OF-WAY
CONTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's letter of April 3, 1979, I approve the revised preliminary engineering costs to a TEC of $48,000 with Federal participation limited to $37,525.

DATE 5-1-79

SIGNATURE OF APPROVING OFFICIAL

TITLE for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-66) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—628-787

9264

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION FILE:

INTER-OFFICE CORRESPONDENCE
Salem, Oregon
November 27, 1978

FROM: Adele L. Egan
R/W Office Unit Supervisor

TO: Jim Dixon
Reg. R/W Supervisor

REGION 2

SUBJECT: File 50220

Pacific Blvd.-Santiam Hwy.
(Albany) Sec.
Waverly Drive
Linn County

Attached you will find six copies of one revised option form covering right of way to be acquired in connection with Pacific Blvd.-Santiam Highway (Albany) Sec. of Waverly Drive in Linn County.

The description under File 50221 has been combined with File 50220. File 50221 is hereby canceled.

We are attaching three prints of a section of Map 10C-50-11 covering this area and bearing our date of November 20, 1978.

File No.	Name	Area
50220	Merle F. Taylor et al	6,800 sq. ft.

AC:nn
Enc. 1 Option, etc.
cc: C. O. Fredrickson/2 prints
M. Mead/1 print
F. Lowe
Title/1 print
A. Riveness/Exhibit
✓ County-City Agr. 104

PROJECT MANAGEMENT
PME ☑ CCE ☐ OM
LGE FAE ☐
NOV 28 1978
M
File: PM FA
LG OP
TNA

9264

1859
ROBERT W STRAUB
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

October 10, 1978

TO: Regional Engineer (2)
C. O. Fredrickson

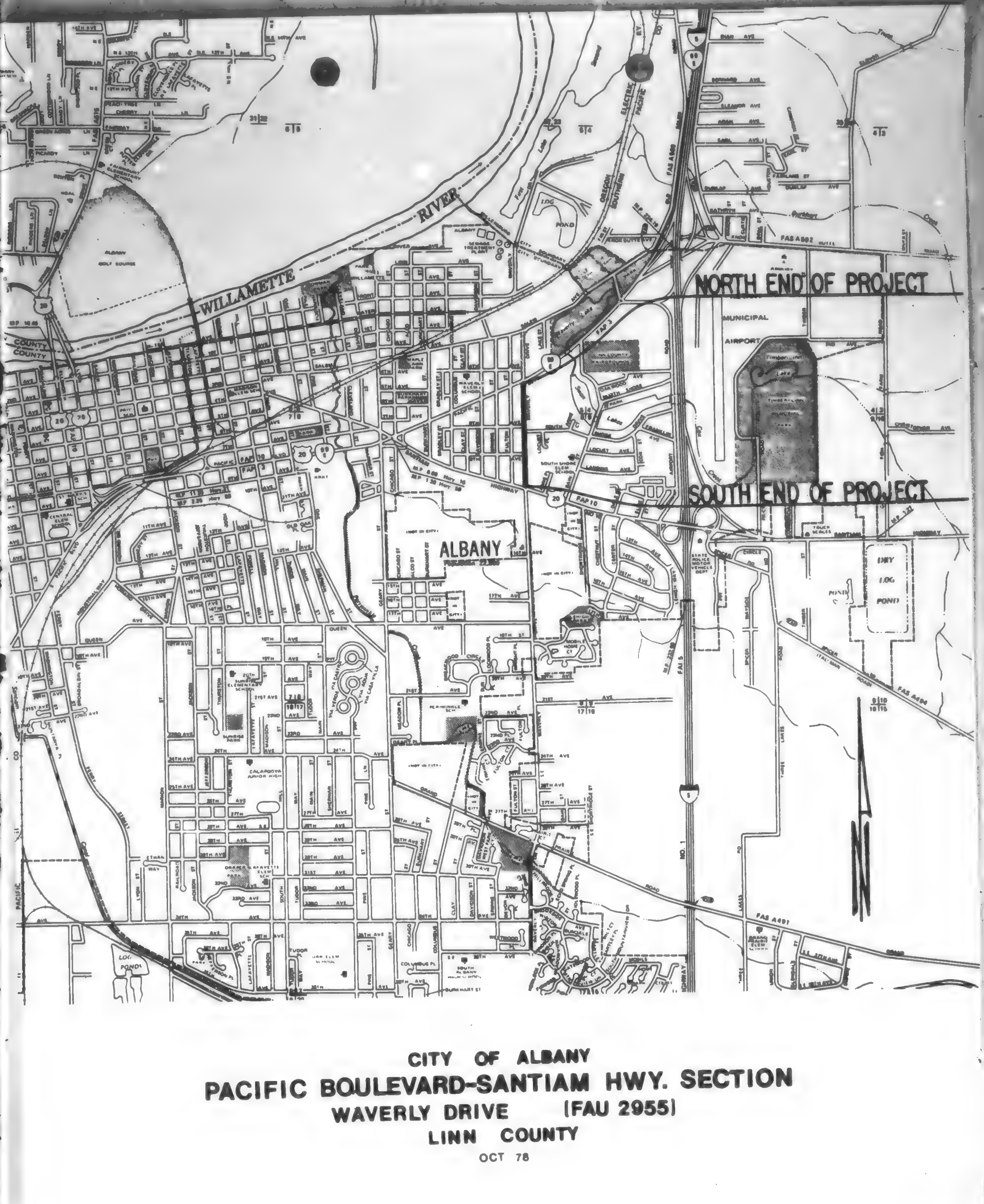
FROM: D. H. Moehring, Manager
Office of Project Management

SUBJECT: Publication Hearing Maps
Section: Pacific Blvd.-Santiam Hwy.
Highway: Waverly Drive, FAU-2955
County: Linn

Attached are the corridor/design hearing maps in preparation for the proposed hearing anticipated on the subject section. These maps have been approved by Mr. Terpin and may be used for distribution to your listing of newspapers, citizen groups or interested persons.

BLG:pf
Attachment

cc w/att: F. B. Klaboe
J. B. Boyd ✓
F. Lowe ✓
Co.-City ✓
F. E. Terpin
Gary Potter
J. H. Versteeg
W. H. Tebeau
D. E. Keyes
D. E. Swan (Original)
J. J. Earley



NORTH END OF PROJECT
SOUTH END OF PROJECT
WILLAMETTE
RIVER
ALBANY
MUNICIPAL
AIRPORT
LOG POND
DRY LOG POND
N

CITY OF ALBANY

PACIFIC BOULEVARD-SANTIAM HWY. SECTION

WAVERLY DRIVE (FAU 2955)

LINN COUNTY

OCT 78

9264 L

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION FILE:

INTER-OFFICE CORRESPONDENCE
Salem, Oregon
September 28, 1978

FROM: Adele L. Egan
R/W Office Unit Supervisor

SUBJECT: Right of Way Services
Agreement #104
Waverly Drive
City of Albany

TO: Jim Dixon
Region 2 R/W Supervisor

MISC. CONTRACTS and AGREEMENTS No. 5759

Pac. Blvd. - Santiam Hwy.

Frem

Attached is an original signed copy for the County and a copy for your files of the subject agreement.

Will this project be programmed for Federal-Aid?

Cy by Boyd
9-12-78

AE
mp

cc: Cecil Head, w/orig.
Bob Wheeler, Finance, w/c
Local Gov't Programs, w/c
C. O. Fredrickson, w/c
Title, w/c

NOTED
C. W. HEAD

11-21-78
noted in agree.
book

9264

Albany

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Salem, Oregon

September 26, 1978

W. E. Cole

FROM: W. E. Cole
Design Engineering Supervisor

SUBJECT: Pacific Blvd.-Santiam Hwy. [redacted]
Waverly Drive
Linn County

TO: MEMO TO THE FILES

The project design is complete except for the storm sewer outfall down Lakeshore Drive. The City of Albany is currently working to obtain an easement to the north and adjacent to Lakeshore Drive which is on private property for the installation of the storm sewer outfall. Negotiations have not yet been completed.

The plan sheets have been drafted. The typical sections, pipe data and one plan sheet remain to be drafted. The temporary protection and direction of traffic has not been completed and the traffic signal design has not been started. The public hearing for this project will be held around December 1, 1978, after the negative declaration has been completed.

This project cost has been estimated at $447,000.00 and is scheduled for the June 28, 1979, letting.

1 Versteeg ✓
2 Christensen Dow
George
Olson
Terpin
Sullivan
Scott
Savage

RECEIVED
SEP 27 1978
ENGINEERING SECTION

Trout
Do Not File ☐
Return To
Bring Up / /
Action

WEC:ab
cc: C. O. Fredrickson
F. E. Terpin

9264

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION FILE:

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

August 15, 1978

FROM: Adele L. Egan
R/W Office Unit Supervisor

TO: Jim Dixon
Reg. R/W Supervisor

SUBJECT: File 50219 etc.

Pacific Blvd.-Santiam Hwy. Sec.
Waverly Drive
Linn County

REGION II

Attached you will find ten original Option forms in sextuplet covering right of way to be acquired for the City of Albany as a FAUS Project in connection with Pacific Boulevard-Santiam Highway (Albany) Section of Waverly Drive in Linn County. This contract is scheduled for letting on June 28, 1979.

Access is not controlled.

The distribution number to be used for the acquisition of these files has not been assigned.

Do not appraise or negotiate until notified by Frank Lowe.

Please send cost estimates for programming purposes to Frank and submit a Relocation Plan to the Relocation Supervisor if one is necessary.

You will want to contact the City of Albany to negotiate a Service Agreement.

Enclosed for your information are copies of the Authorization List and Mr. Scott's letter of August 8, 1978.

Map 10C-50-11 covering this area will be sent to you.

You will find the file number, name and area for each of the above mentioned files on the attached sheet.

AE:nn
Enc. 10 Options, etc.
cc: C. O. Fredrickson
Milner Mead/Auth List
Frank Lowe
Title
Local Gov't. (City/County)

9264 16

Salem, Oregon
April 13, 1978

ORIGINAL SIGNED
DUANE O. CHRISTENSEN

Duane O. Christensen
Final Design Engineer

Donald E. Shaffer
Bicycle Route Engineer

Pacific Blvd.-[redacted]
Waverly Drive FAU 2955
Linn County

We have reviewed the project in regards to your concern with the bikeway and have determined that the sidewalk will have to function as the bicycle path. We will design the sidewalk and ramps accordingly to provide an acceptable facility.

At two public hearings held by the city on this project there was a definite commitment made to provide parking throughout except at the left turn refuges.

It is not appropriate due to the addition right-of-way and cost to widen the entire roadbed section to accomodate a shoulder bikeway.

✓ Versteeg ✓
Christensen
George
Olson
Terpin
Sullivan
Scott
Savage

RECEIVED
APR 14 1978
ENGINEERING SECTION

Trout

Do Not File ☐
Return To
Bring Up __/__/__
Action

DOC:ab
cc: W. E. Cole, w/attach.

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

April 5, 1978

Don

FROM: Donald E. Shaffer
Bicycle Route Engineer

TO: Bill Cole
Design Group Engineer

SUBJECT: Pacific Blvd-Santiam Hwy
(Albany) Section
Waverly Drive
Linn County

In looking at the pavement widths on the subject project, it is obvious that parking has again been relegated to an unduly high place in the priorities.

If parking were not provided from Station 8+23 to Station 15+10, 14 4-foot shoulders could be provided on both sides. Along the same line of thinking, parking could be provided on one side from Station 15+10 to Station 23+70 with a 4-foot shoulder bikeway on the opposite side and a 4-foot shoulder-bikeway between the parking and the travel way. From Station 25+50 to Station 26+86 there is no way a left-turn refuge can be provided and still retain the 4-foot shoulders within the 38 feet alloted. I believe the left-turn lane should be eliminated or the roadway should be widened.

If these alternatives are not acceptable, the sidewalk should be designed as a bicycle path; i.e/, sawed or dummy joints at 15-foot intervals, no obstructions, and smooth curb cuts.

DES:mc

1 Versteeg
2 Christensen Doc
George
Olson
Terpin
Sullivan
Scott
Savage

RECEIVED
APR 0 6 1978
ENGINEERING
SECTION

Trout
Do Not File ☐
Return To
Bring Up __/__/__
Action

9264

OREGON STATE HIGHWAY DIVISION

Form 81-734-1191

Request for Outside Billing

(Or Advice of Cash Transaction)

Address invoice to: City of Albany
City Hall
Albany, OR 97321

Attention of D. Gary Holliday
City Recorder

Request No. (assigned by staff engineer or head of section) cc 1790

Date February 17, 1978

Payer's Order No. (if any) ....

Highway Div. Order No. (if any) .... (Number of "Order to Render Service")

Description and Authority: (Describe the service rendered, stating kind of service, location, etc. Also refer to agreements, letters and orders by which payer authorized the service.)

Itemized Statement: ADVANCE DEPOSIT $1,760.00

Quantity	Unit	Description	Unit Price	Amount
		To be retained in Advance Deposit	$350.00	
		To be transferred to State Highway funds for the Pacific Blvd.-Santiam Hwy. Sec. (FAU 2955) Acct. Ref. ALBANYC-001399-LPU		$1,410.00

If payer has made payment for this service, indicate the amount of payment. $..........	Credit distribution: 322-1944-295
If payer has made a deposit with the Highway Division to guarantee payment, indicate the amount of the deposit. $1,760.00	Submitted by: Fred Hildebrandt F. Hildebrandt
Is this a partial or final request for billing? Partial	Approved: .... Regional Engineer
If there have been any previous requests for billing in connection with this same service, indicate the total amount of all previous requests. $..........	Approved: Gerald Wimer Section Head or Staff Engineer
Give the number of the last previous request in connection with this same service.	

Instructions: The original and duplicate copies shall be forwarded through the regional engineer to the staff engineer or section head. Staff engineer or section head will forward original copy to the Accounting Section. Additional copies may be prepared for and retained by the region office and other field offices concerned. If the request is to be accompanied by a payment, an additional copy shall be submitted for the use of the Accounting Section

9264

FAUS

Form 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

April 13, 1977

FROM: Frank E. Terpin
Location Engineer

TO: John Sheldrake
Regional Engineer

SUBJECT: Storm Drain Revision
Pacific Blvd-Santiam Highway
Waverly Drive (Albany)
Linn County

Attached are estimates, storm sewer design sheets and sketch maps for the storm sewer design change requested in the March 7 letter from Michael J. Corso, Albany Traffic Engineer.

As the location of the outfall is still uncertain, we computed estimates for the additional cost that would be incurred on both alternates. The additional cost for the South Shore Drive alternate would be $61,500 and the Lakeside Drive alternate would be $57,300.

It appears that this system will function; however, our calculations show a flowline elevation of 209± feet at the 8th Ave-Waverly Drive intersection rather than the 212-foot elevation in the City's design.

Attachments

DB:mc

cc D. H. Harwell (w/att) ✓
Location Design Unit (w/att)
W. N. Hackleman

PROJECT MANAGEMENT

APR 14 '77

REFER TO:

FOR

Info	Investigate	R/D	Action	File	Letter	See me

NOTED
MANOR C. HOLMES

EGON STATE HIGHWAY DEPARTM NT
QUANTITY SUMMARY & COST ESTIMATE Sheet ____ of ____ Sh

Section Pacific Blvd. - Santiam Hwy (Albany) Unit E. South Shore Drive Outfall
Highway ____ County ____ Prefix ____
Length ____ Designer ____ Draftsman ____ Date ____

Grading and Surfacing Items

	Item	Unit	Net	10% Allow	Gross	Price	Amount
City Outfall	Manholes	One			4	1000^{00}	4000^{00}
	Manhole (Over 12' Drop)	One			1	1650^{00}	1650^{00}
	Trench Excavation	Cu. Yd.			3370	6^{50}	$21,905^{00}$
	42" Conc. Sewer Pipe	Lin. Ft.			4	44^{00}	176^{00}
	48" Conc. Sewer Pipe	Lin. Ft.			1420	54^{25}	$77,035^{00}$
							$104,766^{00}$
State Outfall	Manholes	One			5	750^{00}	3750^{00}
	Trench Excavation	Cu. Yd.			1500	6^{50}	9750^{00}
	24" Conc. Sewer Pipe	Lin. Ft.			1420	21^{00}	$29,820^{00}$
							$43,320^{00}$
				City Outfall			$104,766^{00}$
				State Outfall		–	$43,320^{00}$
		Additional Cost of City Outfall					$61,446^{00}$

Total $\$ 61,446^{00}$

E. South Shore Drive Outfall
~~Lakeside Manor Drive~~

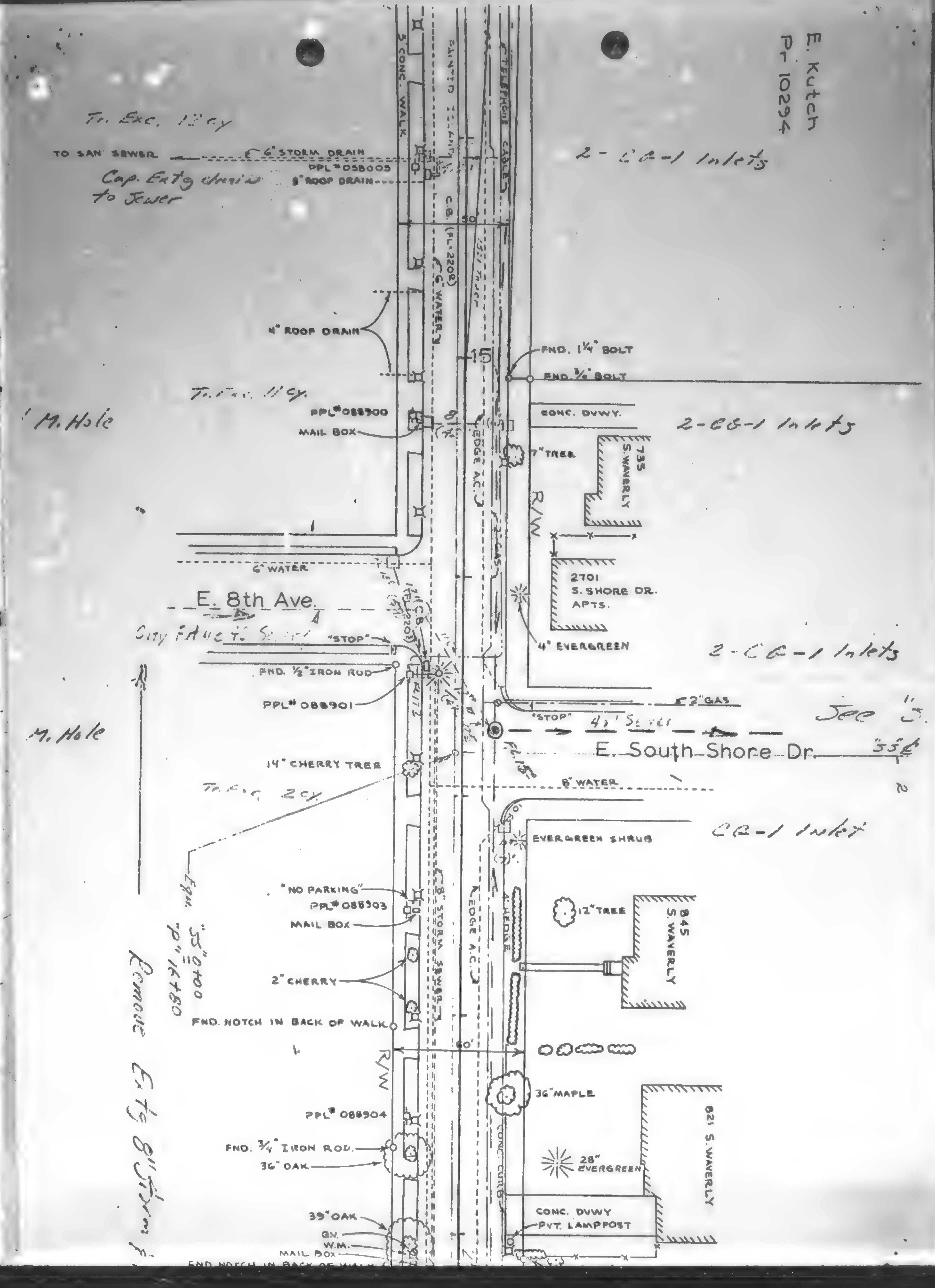
OREGON STATE HIGHWAY DIVISION
STORM SEWER DESIGN SHEET
FULL AND PARTIAL-FULL FLOW

PROJECT: [illegible] DESIGN FREQUENCY: 10 [illegible] DESIGNED BY: [illegible] DATE: [illegible]-8-77

STATION																		
	1	2.9	0.65	1.9												216.0	220.0	
	2			1.9	1.9	10.0	10.0	1.98	3.76	0.25	13	4.3	2.5	250	0.63	215.37	220.0	
	2	2.6	0.65	2.34												215.12	220.0	
	3			2.34	4.24	1.7	11.7	1.8	7.63	0.3	21	7.63	3.2	150	0.54	214.58	220.0	
	3	2.9	0.65	1.89												214.33	220.0	
	4			1.89	6.13	0.9	12.6	1.73	10.60	0.3	24	10.6	3.4	270	0.81	213.52	220.0	
	4	5.9	0.65	3.84												213.02	220.0	
	5			3.84	9.97	1.3	13.9	1.63	16.25	0.2	30	16.3	3.2	250	0.56	212.46	220.0	
	5	6.9	0.65	4.49												211.96	220.0	
	6			4.49	14.46	1.5	15.4	1.55	22.41	0.15	36	22.6	3.2	260	0.39	211.57	220.0	
	6	7.3	0.65	4.75												211.07	221.0	
	7			4.75	19.21	1.6	16.8	1.49	[illegible]	0.11	42	30.9	3.0	270	0.30	210.77	221.0	
	7	5.6	0.65	5.59												[illegible]	[illegible]	
	8			5.59	24.8	1.5	18.3	1.40	34.72	0.15	42	35.0	3.5	240 ~~269~~	0.36 ~~0.39~~	~~210.33~~ 210.41	222.0	
~~16+15~~	~~8~~			~~8.19~~												~~209.83~~	~~222.0~~	~~12.1~~
~~12+70~~	~~9~~			~~8.19~~	~~32.99~~	~~1.2~~	~~19.5~~	~~1.36~~	~~44.87~~	~~0.17~~	~~48~~	~~46.9~~	~~3.6~~	~~345~~	~~0.65~~	~~209.43~~	~~222.0~~	~~12.6~~
																~~209.13~~		
						~~Outfall~~				~~0.32~~	~~48~~	~~170~~		~~996~~	~~2.93~~	~~206.2~~		
																210.41	222.0	
					24.8	1.1	19.4	1.36	33.73	0.15	42	35.0	3.5	65	0.10	210.31	222.0	
		12.6	0.65	8.19												209.81	222.0	
Outfall		0.		8.19	32.99	0.3	19.7	1.35	44.54	0.23	48	60.0	4.6	1420	3.31	206.50	Lake	

Form 81-734-3918

E. Kutch
Pr 10294


TO SAN. SEWER
6" STORM DRAIN
PPL# 058005
8" ROOP DRAIN
3' CONC. WALK
PAINTED
TELEPHONE CABLE
C.B. (FL 2208)
50
6" WATER
15:1 Taper
4" ROOF DRAIN
15
FND. 1¼" BOLT
FND. ¾" BOLT
CONC. DVWY.
PPL# 088900
MAIL BOX
EDGE A.C.
7" TREE
735 S. WAVERLY
R/W
2" GAS
6" WATER
2701 S. SHORE DR. APTS.
E. 8th Ave.
C.B.
"STOP"
4" EVERGREEN
FND. ½" IRON ROD
PPL# 088901
2" GAS
"STOP"
E. South Shore Dr.
14" CHERRY TREE
8" WATER
EVERGREEN SHRUB
"NO PARKING"
PPL# 088903
MAIL BOX
8" STORM SEWER
EDGE A.C.
4' HEDGE
12" TREE
845 S. WAVERLY
2" CHERRY
FND. NOTCH IN BACK OF WALK
60'
R/W
36" MAPLE
821 S. WAVERLY
PPL# 088904
FND. ¾" IRON ROD.
36" OAK
28" EVERGREEN
CONC. CURB
CONC. DVWY.
PVT. LAMPPOST
39" OAK
G.V.
W.M.
MAIL BOX
FND. NOTCH IN BACK OF WALK

Tr. Exc. 12 cy

Cap. Extg drain to Sewer

2 - CB-1 Inlets

Tr. Exc. 11 cy.

M. Hole

2 - CB-1 Inlets

City F Ave to Sewer

2 - CB-1 Inlets

M. Hole

See "S"

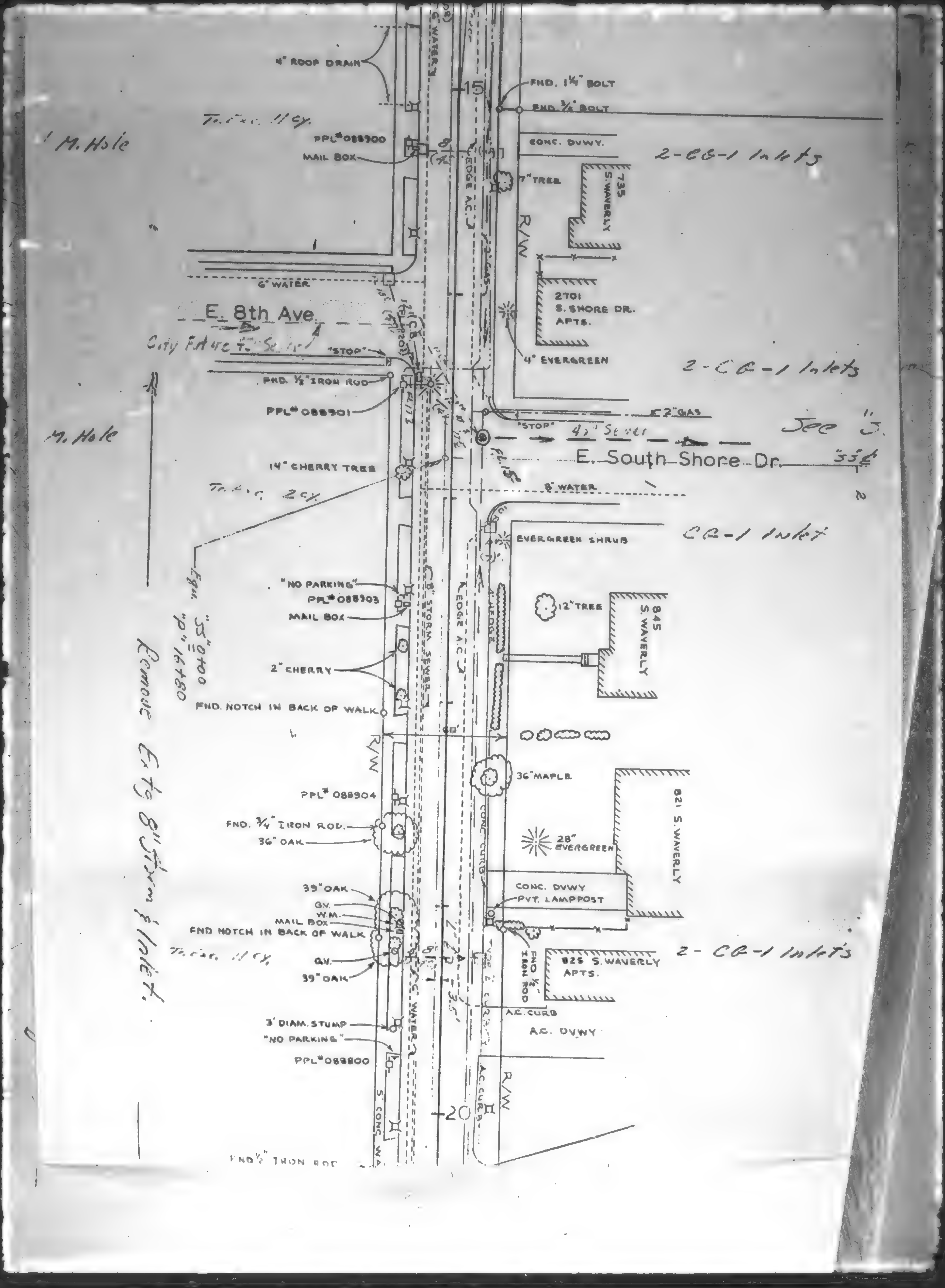
55 ℄

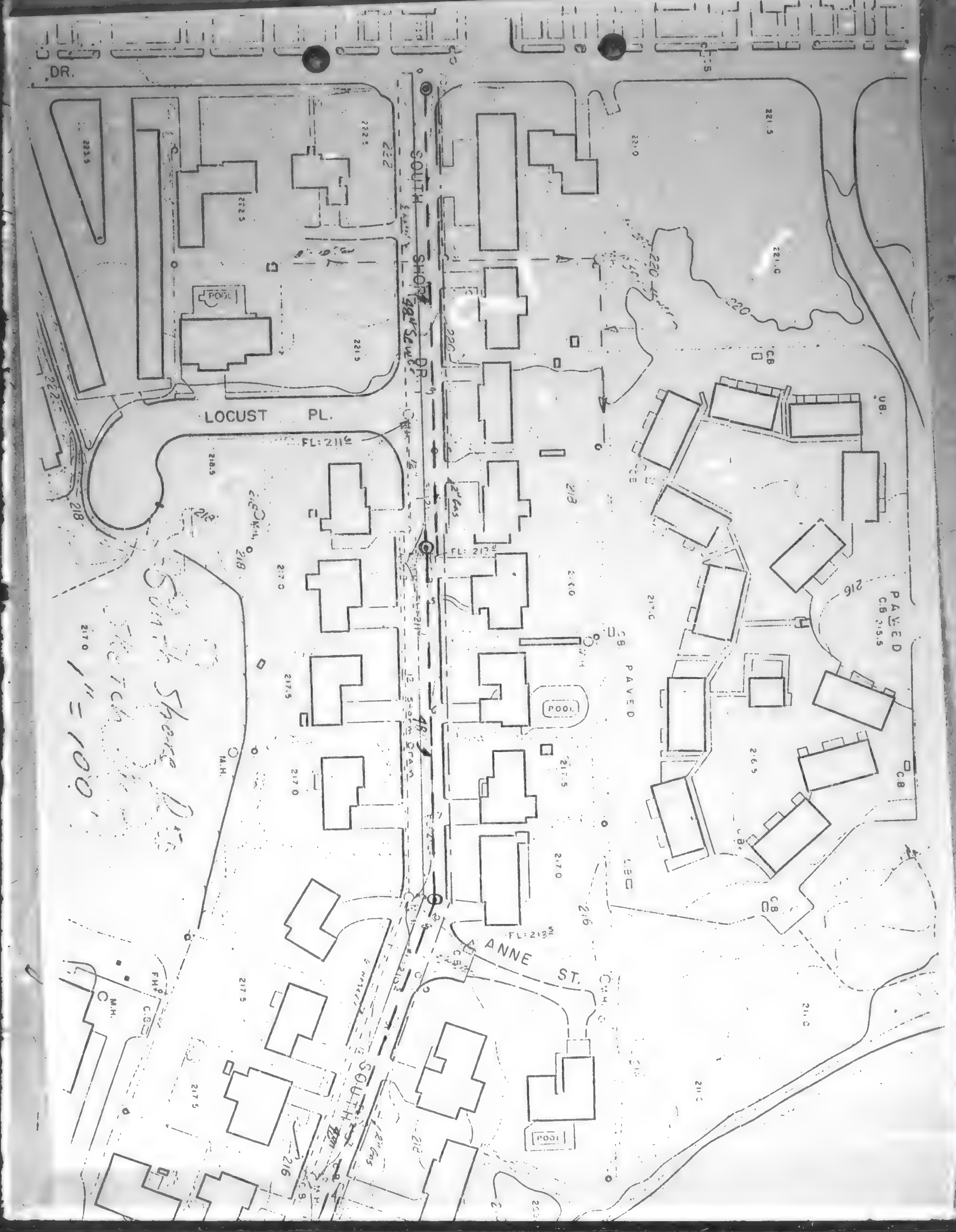
CB-1 Inlet

Tr. Exc. 2 cy.

Equ. "S" 0+00 = "P" 16+80

Remove Extg 8" Storm


4" ROOF DRAIN
6" WATER
15
FND. 1¼" BOLT
FND. ¾" BOLT
To Exc. 11 cy.
M. Hole
PPL# 088900
MAIL BOX
CONC. DVWY.
2-CB-1 Inlets
7" TREE
735 S. WAVERLY
EDGE A.C.
R/W
GAS
6" WATER
2701 S. SHORE DR. APTS.
E. 8th Ave.
City Future 4" Sewer
"STOP"
C.B.
FND. ½" IRON ROD
4" EVERGREEN
2-CB-1 Inlets
PPL# 088901
2" GAS
M. Hole
"STOP"
4" Sewer
See 3.
E. South Shore Dr.
35E
14" CHERRY TREE
To Exc. 2 cy.
8" WATER
2
CB-1 Inlet
EVERGREEN SHRUB
Eqn. 35+00 = "P" 16+80
"NO PARKING"
PPL# 088903
MAIL BOX
8" STORM SEWER
EDGE A.C.
HEDGE
12" TREE
845 S. WAVERLY
2" CHERRY
Remove Ex. 8" Storm & Inlet.
FND. NOTCH IN BACK OF WALK
60'
R/W
36" MAPLE
PPL# 088904
821 S. WAVERLY
FND. ¾" IRON ROD
36" OAK
CONC. CURB
28" EVERGREEN
CONC. DVWY
PVT. LAMPPOST
39" OAK
G.V.
W.M.
MAIL BOX
FND NOTCH IN BACK OF WALK
To Exc. 11 cy.
G.V.
39" OAK
FND ½" IRON ROD
825 S. WAVERLY APTS.
2-CB-1 Inlets
A.C. CURB
A.C. DVWY
3' DIAM. STUMP
"NO PARKING"
PPL# 088800
6" WATER
5' CONC. WALK
A.C. CURB
R/W
20
FND ½" IRON ROD


DR.
SOUTH SHORE DR.
LOCUST PL.
POOL
PAVED
PAVED
POOL
ANNE ST.
SOUTH
POOL
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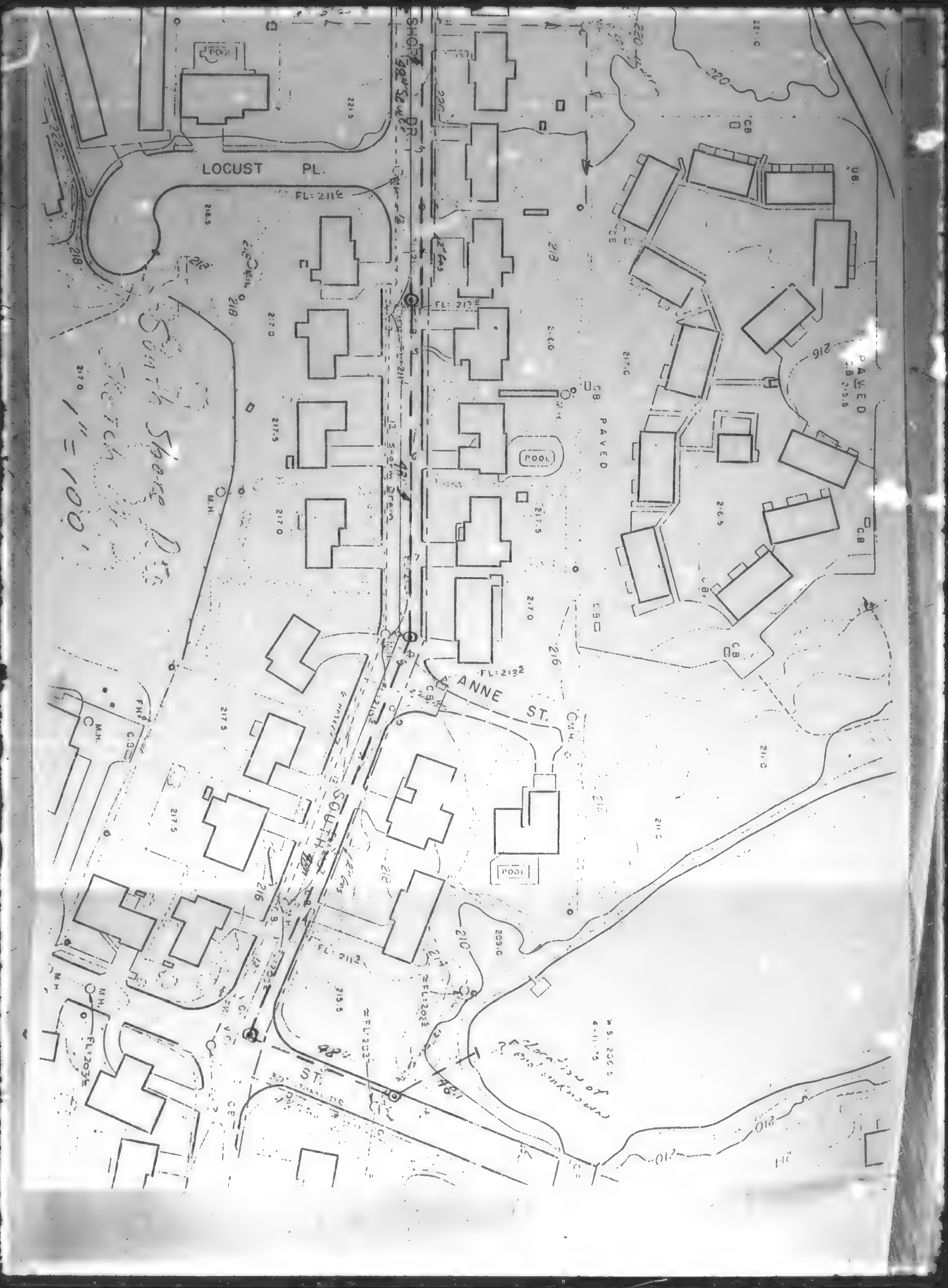
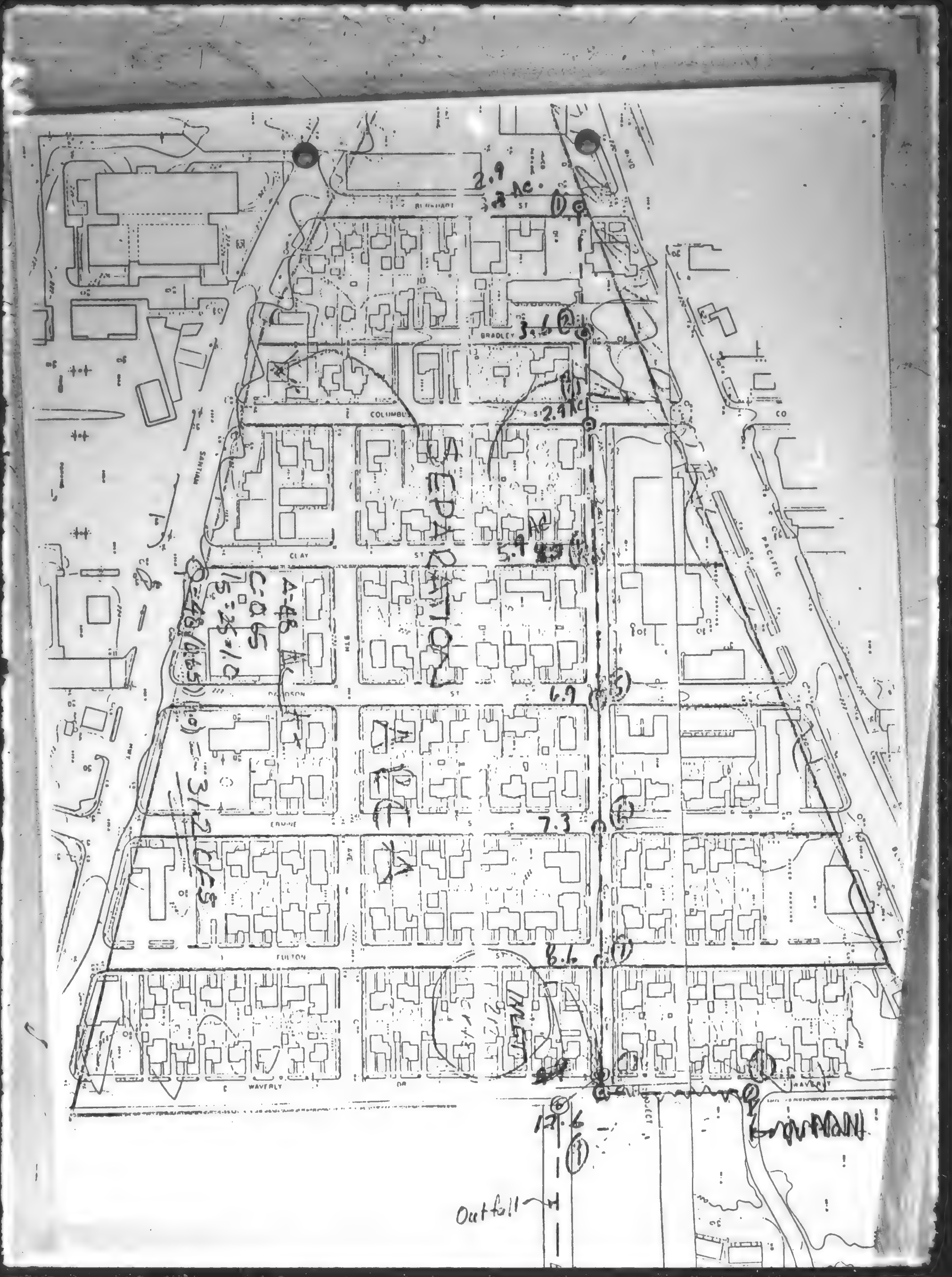
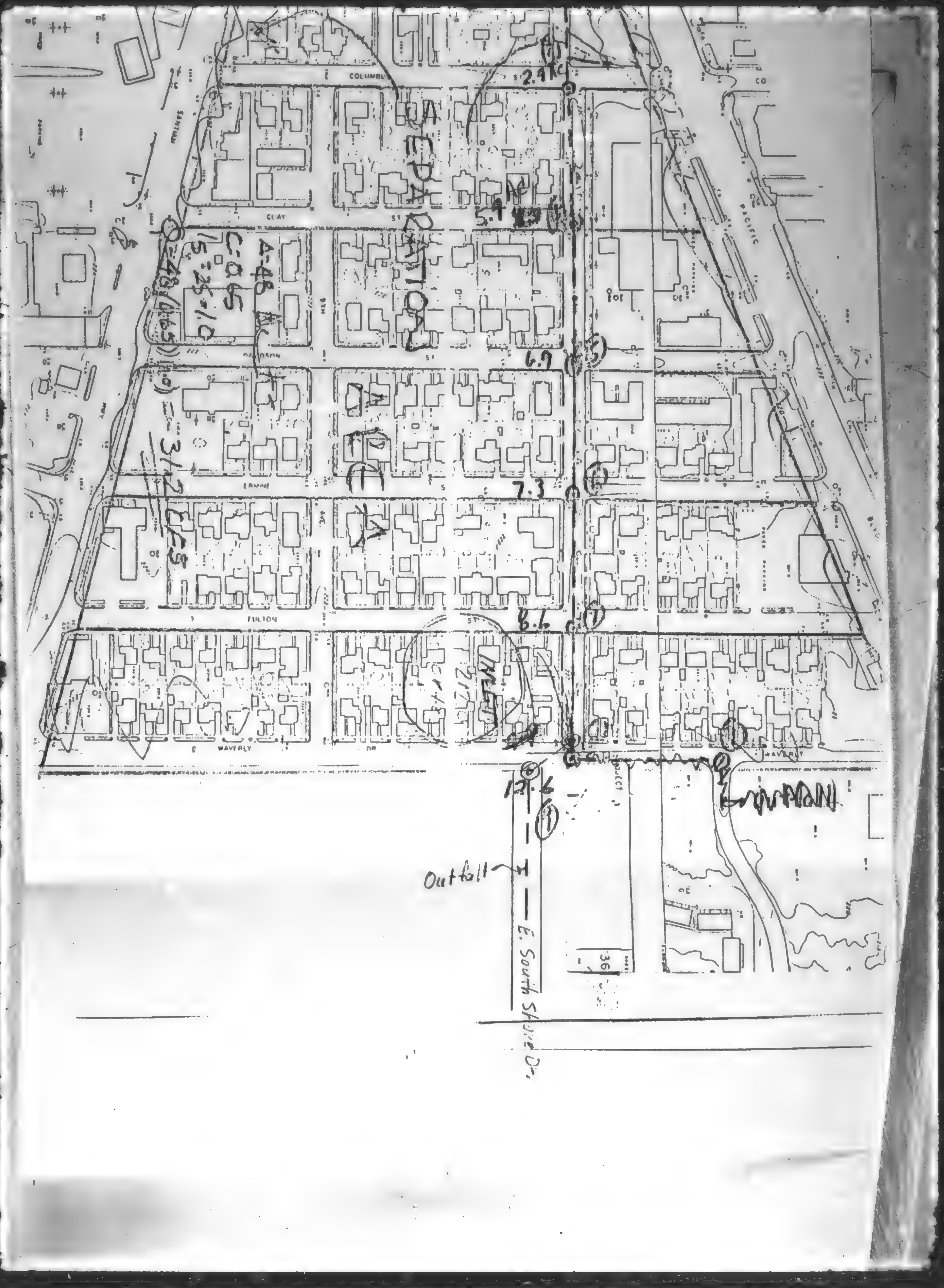
FL: 213.0
FL: 213.5
CB
M.H.
220
218
216
221.5
221.0
217.0
217.5
216.5

South Shore Dr.
Sketch
1" = 100'


LOCUST PL.
SHORE DR.
SOUTH
ANNE ST.
ST.
POOL
POOL
POOL
PAVED
PAVED
FL: 211.2
FL: 213.2
FL: 213.2
FL: 211.3
FL: 203.3
FL: 203.3
FL: 203.5
48" Sew
12" Gas
12" Gas
48"
48"
CB
M.H.
UB
W.S. 206.9
4-11-75
220
218
216
210
209.0
217.0
217.5
215.5
211.0
South Shore Dr.
Sketch
1" = 100'


2.9 AC.
BURKHART ST
3.6
BRADLEY ST
COLUMBUS ST
2.9 AC
SANTIAM
5.9 AC
CLAY ST
A-48 AC
C 0.65
PACIFIC
DAVIDSON ST
6.9
31.2 CFS
ERMINE ST
7.3
FULTON ST
8.6
WAVERLY DR
12.6
Outfall


COLUMBIA ST
CLAY ST
DAWSON ST
ERMINE ST
FULTON ST
WAVERLY DR
WAVERLY
SANTIAM
PACIFIC BLVD
SEPARATION AREA
A-48 AC
C-0.65
2.9 AC
5.9 AC
6.9
7.3
8.6
12.6
2.48 (0.65)
INLET
Outfall
E. South Shore Dr.
36

OREGON STATE HIGHWAY DEPARTMENT
QUANTITY SUMMARY & COST ESTIMATE

Sheet ______ of ____ Sheet

Section Pacific Blvd. - Santiam Hwy. (Albany) Unit Lakeside Manor Dr. Sewer Outfall
Highway City St. (Waverly Drive) County ____ Prefix ____
Length ____ Designer ____ Draftsman ____ Date ____

Grading and Surfacing Items

	Item	Unit	Net	10% Allow	Gross	Price	Amount
City Outfall	Manholes (48") Under 12'	One			2	1000^{00}	2000^{00}
	Manholes (48") Drop Over 12'	One			2	1650^{00}	3300^{00}
	Trench Excavation	Cu. Yd.			3300	6^{50}	$21,450^{00}$
	42" Conc. Sewer Pipe	Lin. Ft.			4	44^{00}	176^{00}
	48" Conc. Sewer Pipe	Lin. Ft.			1241	54^{25}	$67,325^{00}$
							$94,251^{00}$
State Outfall	Manholes	One			4	750^{00}	3000^{00}
	Trench Excavation	Cu. Yd.			1220	6^{50}	7930^{00}
	24" Conc. Sewer Pipe	Lin. Ft.			1241	21^{00}	$26,061^{00}$
							$36,991^{00}$
				City Outfall			$94,251^{00}$
				State Outfall		−	$36,991^{00}$
			Additional Cost of City Outfall				$57,260^{00}$

Total $\$57,260^{00}$

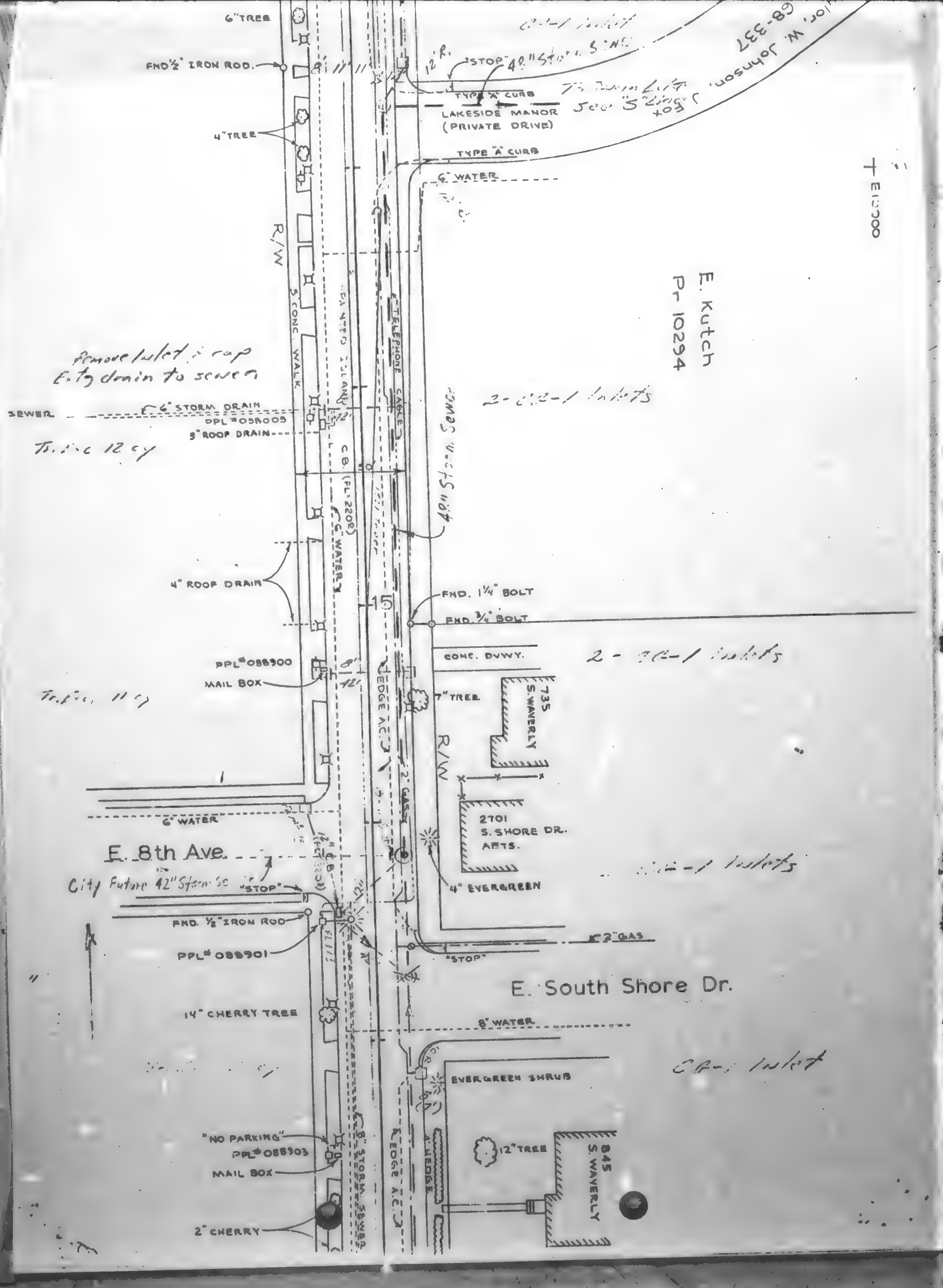
Lakeside Manor Drive Outfall

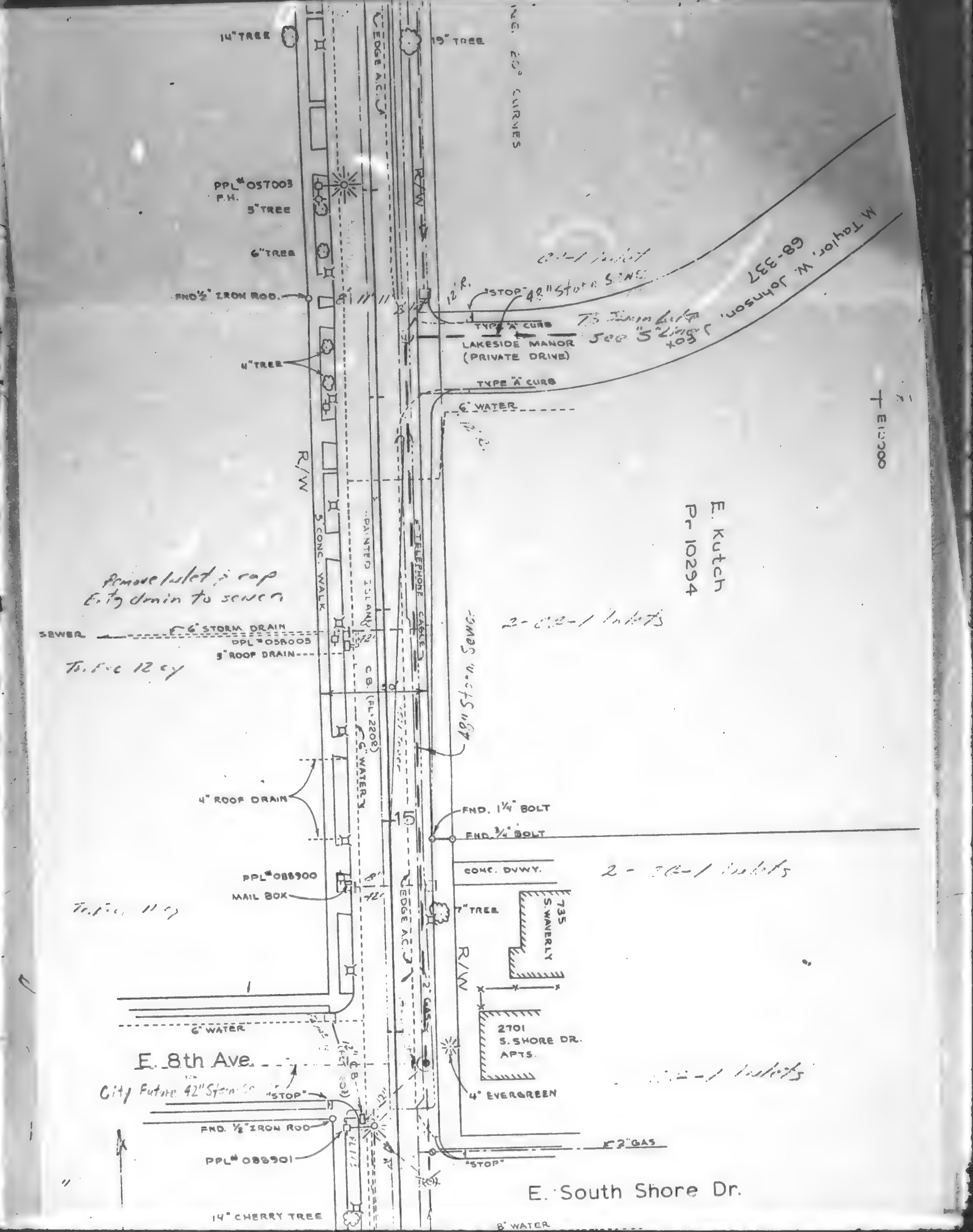
OREGON STATE HIGHWAY DIVISION
STORM SEWER DESIGN SHEET
FULL AND PARTIAL-FULL FLOW

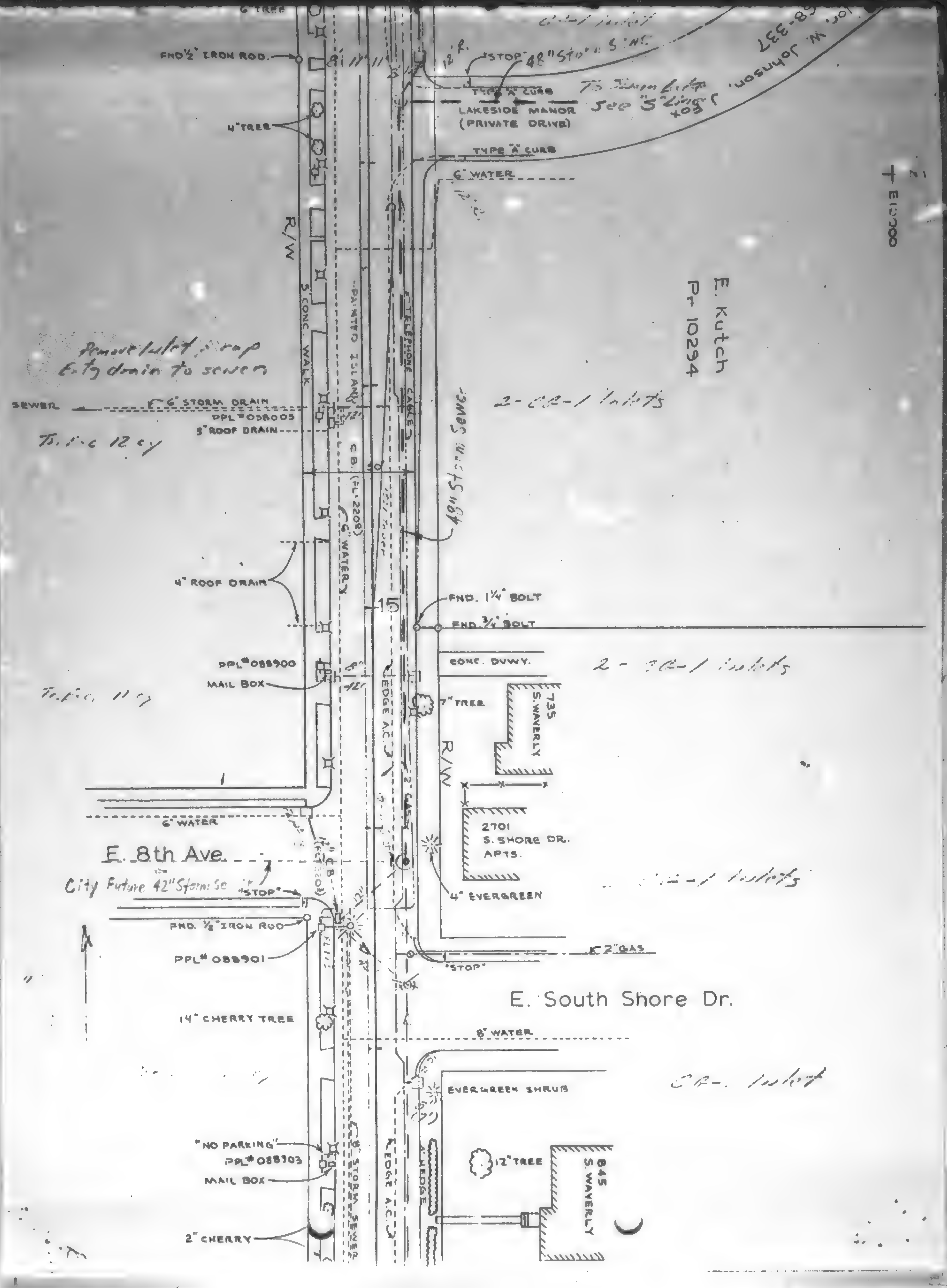
PROJECT: Pacific Blvd.-Santiam Hwy DESIGN FREQUENCY. 10 Year DESIGNED BY. M[illegible] DATE: 4-8-77

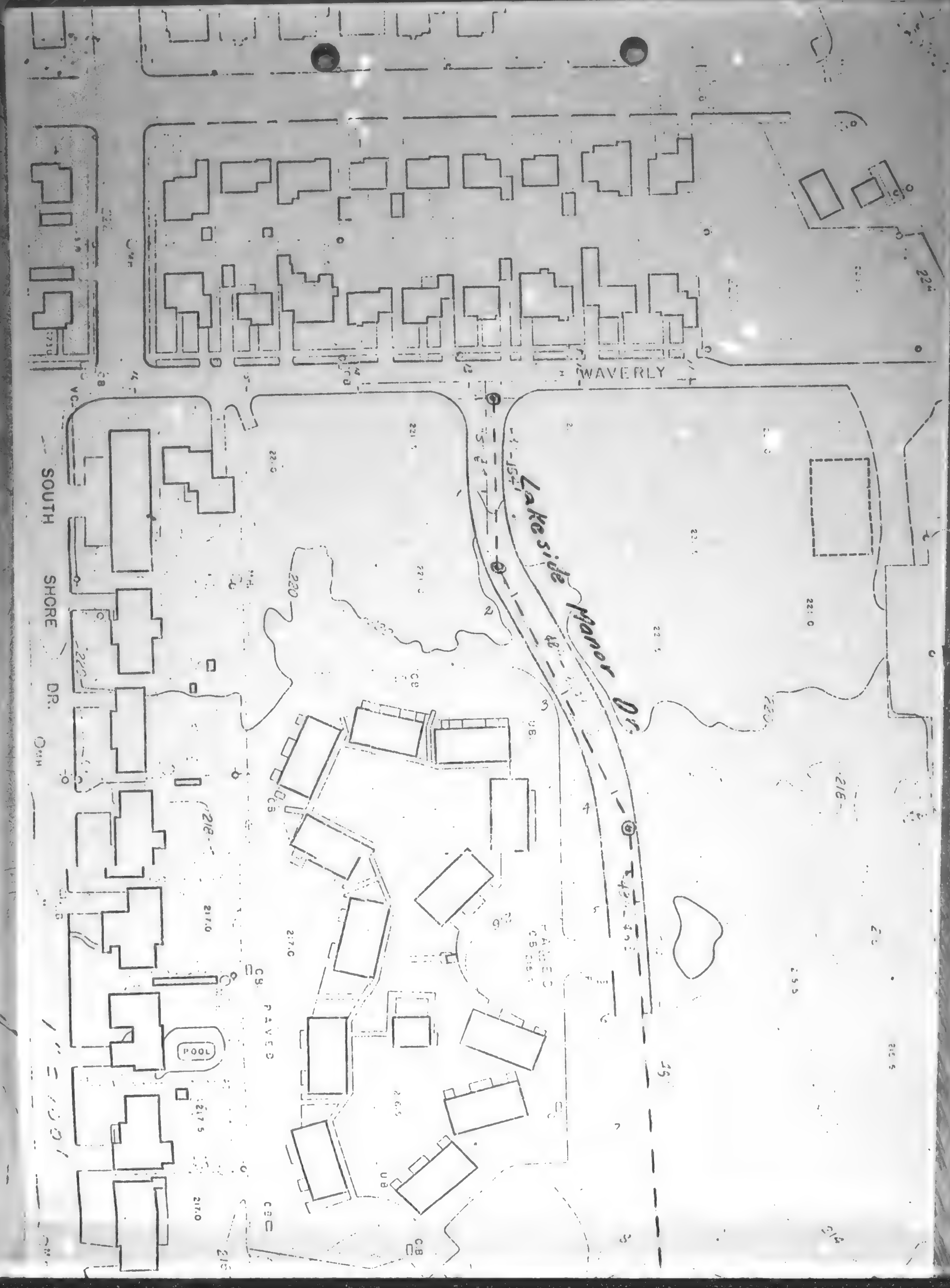
STATION	Drainage Basin		Runoff Coeff.	[illegible]	Total Drainage Area	Time of Concent. or Flow Time	Total Time of Concent.	Average Rainfall Intensity	Design Discharge	Invert Slope	Pipe Size	Capacity Flowing Full	Velocity Flowing Full	Length	Fall	Invert Elevation	Top of Manhole Elevation	Remarks
	Basin No.	Area acres			acres	minutes	minutes	inch/hr	cfs	%	inches	cfs	fps	feet	feet			
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19
	1	2.9	0.65	1.9												216.0	220.0	
	2			1.9	1.9	10.0	10.0	1.98	3.76	0.25	18	4.3	2.5	250	0.63	215.37	220.0	
	2	3.6	0.65	2.34												215.12	220.0	
	3			2.34	4.24	1.7	11.7	1.8	7.63	0.3	21	7.63	3.2	150	0.54	214.58	220.0	
	3	2.9	0.65	1.89												214.33	220.0	
	4			1.89	6.13	0.9	12.6	1.73	10.60	0.3	24	10.6	3.4	270	0.81	213.52	220.0	
	4	5.9	0.65	3.84												213.02	220.0	
	5			3.84	9.97	1.3	13.9	1.63	16.25	0.2	30	16.3	3.2	280	0.56	212.46	220.0	
	5	6.9	0.65	4.49												211.96	220.0	
	6			4.49	14.66	1.5	15.4	1.55	22.41	0.15	36	22.6	3.2	260	0.39	211.57	220.0	
	6	7.3	0.65	4.75												211.07	220.0	
	7			4.75	19.21	1.4	16.8	1.48	28.43	0.11	42	30.0	3.0	270	0.30	210.77	221.0	
	7	8.6	0.65	5.59												210.77	221.0	
	8			5.59	24.8	1.5	18.3	1.40	34.72	0.15	42	35.0	3.5	260	0.39	210.38	222.0	
16+15	8	12.6	0.65	8.19												209.88	222.0	12.1
12+70	9			8.19	32.99	1.2	19.5	1.36	44.87	0.13	48	46.0	3.6	345	0.45	209.43	222.0	12.6
																209.43		
							Outfall			0.33	48	(70)	-	896	2.93	206.5		

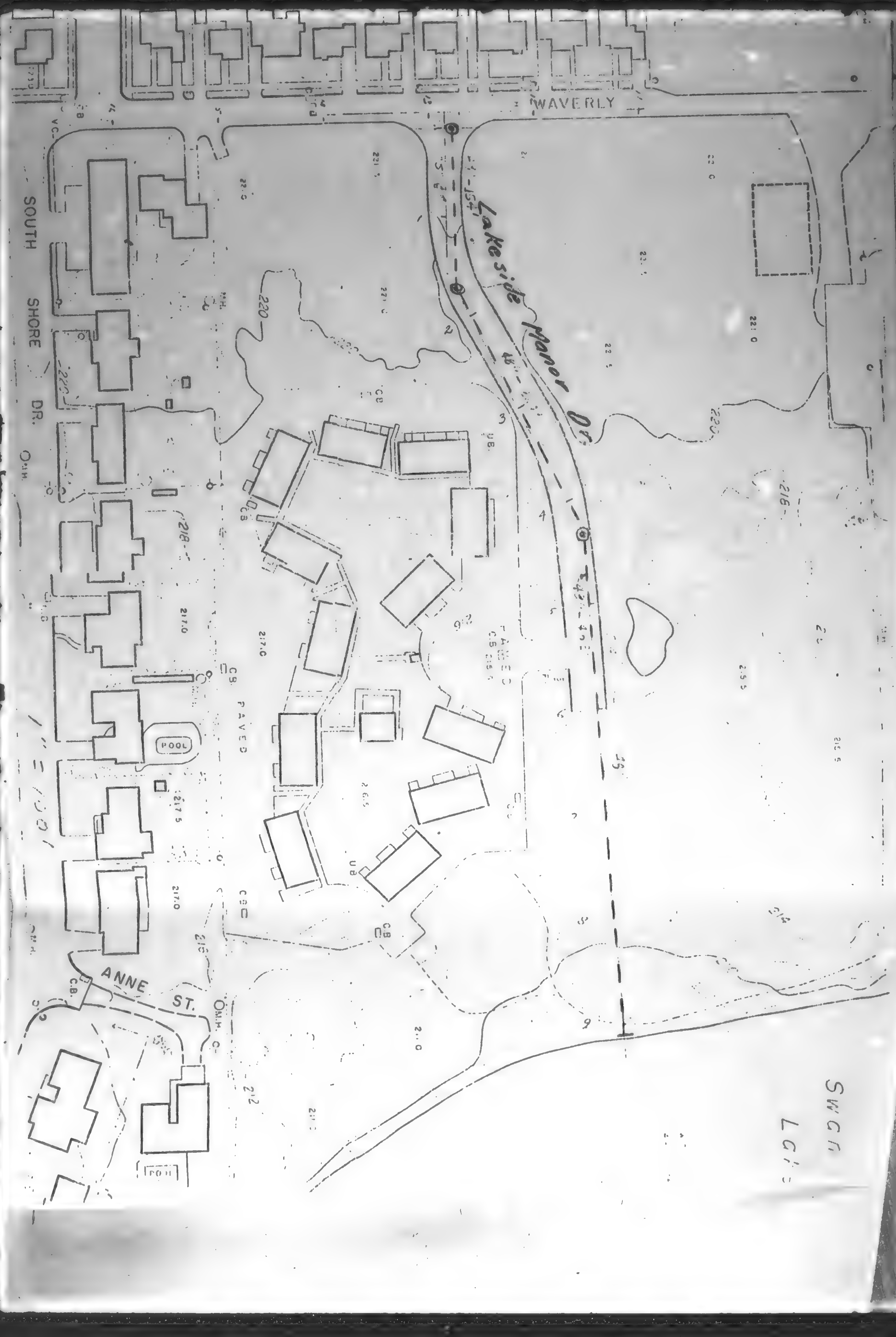
Form 81-734-3918

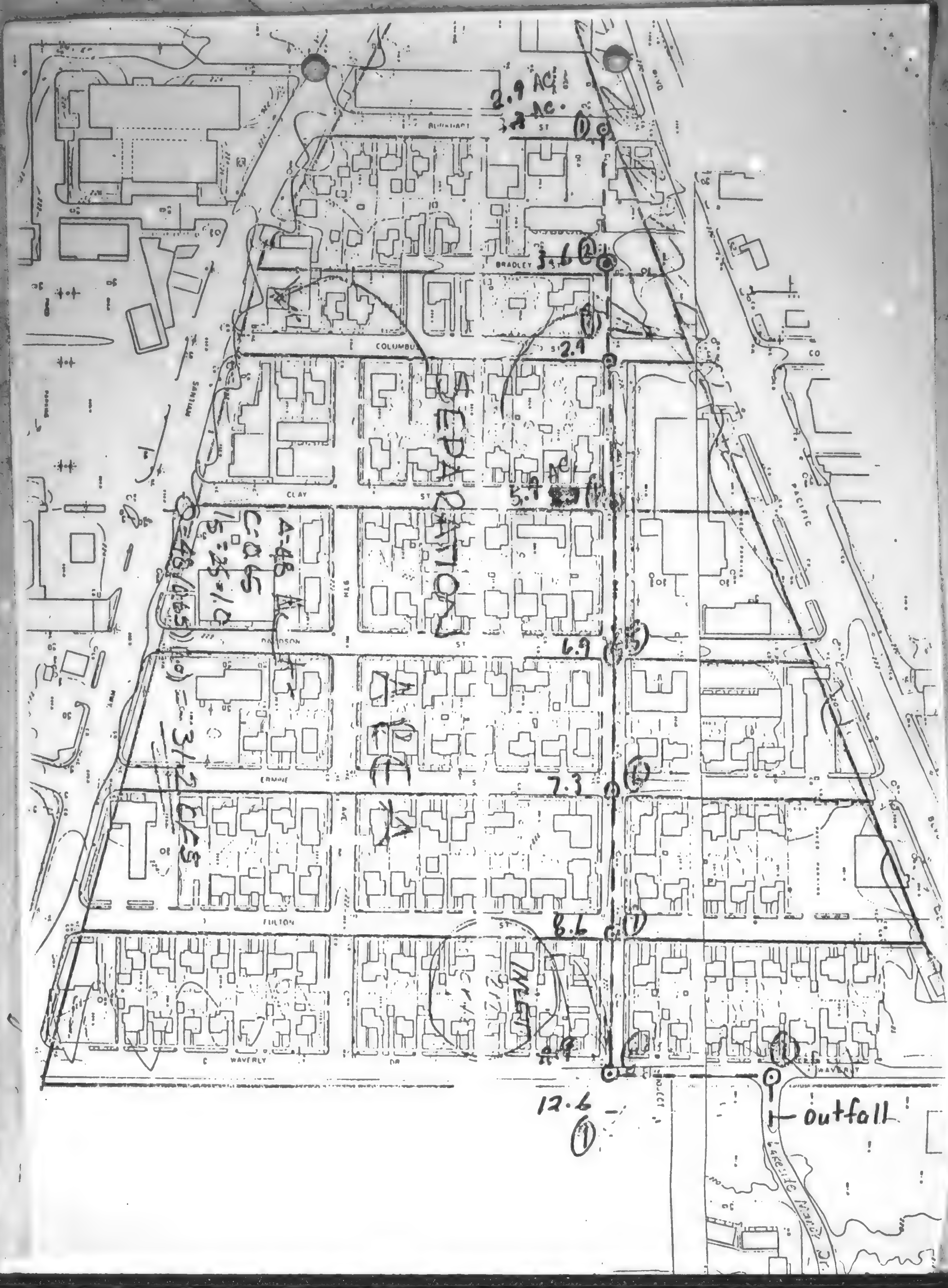

E. South Shore Dr.
E. 8th Ave.
City Future 42" Storm Se
E. Kutch
Pr 10294
lor. W. Johnson, J. Fox
68-337
E1000
LAKESIDE MANOR
(PRIVATE DRIVE)
TYPE "A" CURB
TYPE "A" CURB
"STOP" 48" Storm S'NC
12' R.
6" WATER
6" TREE
FND ½" IRON ROD.
4" TREE
R/W
5' CONC. WALK
PAINTED ISLAND
TELEPHONE CABLE
48" Storm Sewer
2 - CB-1 Inlets
Remove Inlet & cap
City drain to sewer
SEWER
6" STORM DRAIN
PPL #058005
3" ROOF DRAIN
C.B.
(FL 2208)
6" WATER
4" ROOF DRAIN
15
FND. 1¼" BOLT
FND. ¾" BOLT
CONC. DVWY.
2 - CB-1 Inlets
PPL #088900
MAIL BOX
7" TREE
EDGE A.C.
735 S. WAVERLY
R/W
2" GAS
2701 S. SHORE DR. APTS.
4" EVERGREEN
CB-1 Inlets
6" WATER
"STOP"
FND. ½" IRON ROD
PPL #088901
2" GAS
"STOP"
14" CHERRY TREE
8" WATER
CB-1 Inlet
EVERGREEN SHRUB
12" TREE
845 S. WAVERLY
"NO PARKING"
PPL #088903
MAIL BOX
2" CHERRY
8" STORM SEWER
EDGE A.C.
HEDGE

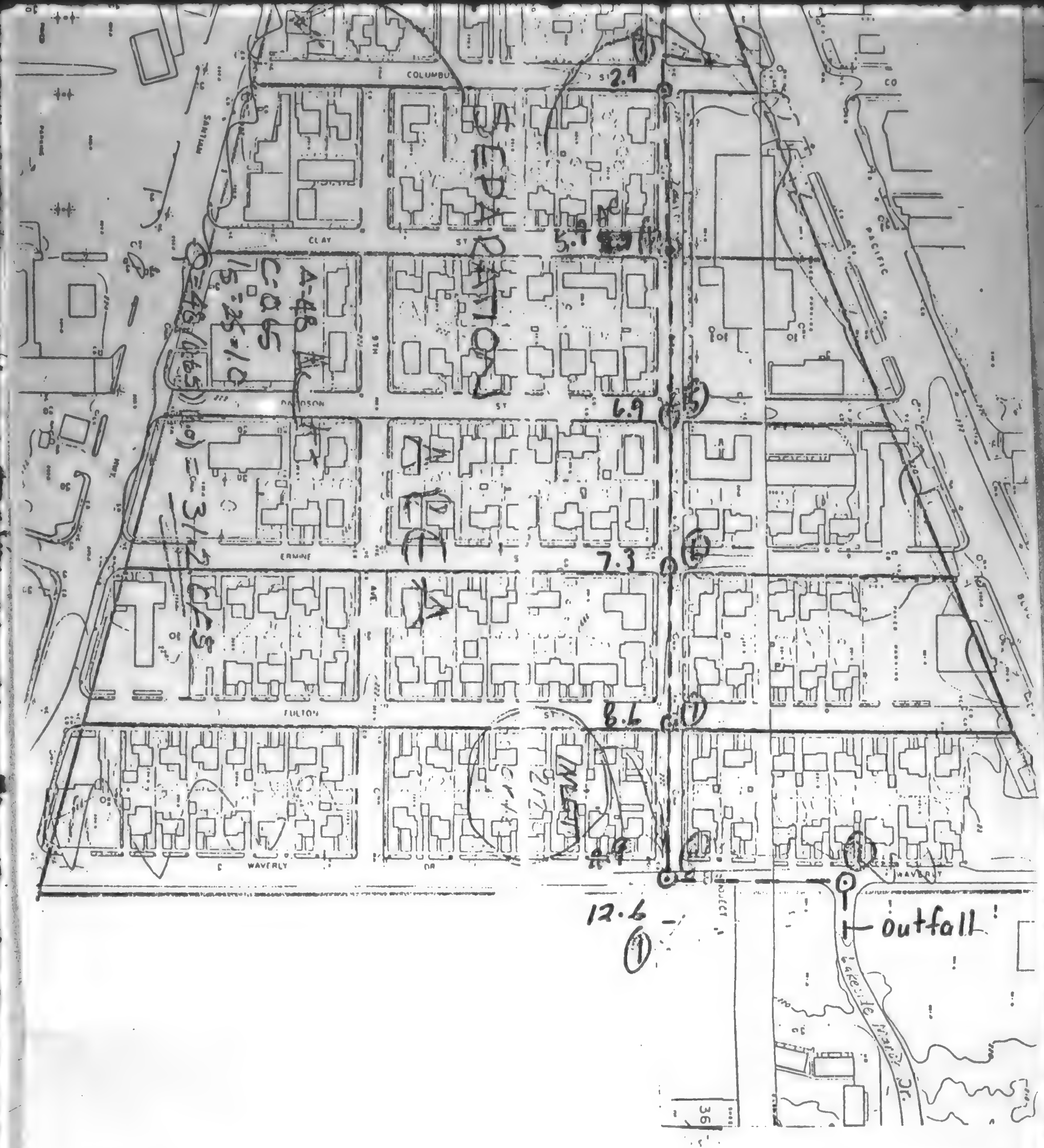

14" TREE
19" TREE
EDGE A.C.
NE 20° CURVES
PPL# 057003
P.H.
5" TREE
6" TREE
R/W
FND ½" IRON ROD
12' R.
"STOP"
48" Storm Sewer
TYPE "A" CURB
LAKESIDE MANOR
(PRIVATE DRIVE)
TYPE "A" CURB
6" WATER
M. Taylor, W. Johnson, J. Fox
68-337
See "5" Linger
4" TREE
E. Kutch
Pr 10294
E1000
Remove Inlet & cap
Exty drain to sewer
SEWER
6" STORM DRAIN
PPL# 058005
3" ROOF DRAIN
R/W
5' CONC. WALK
PAINTED ISLAND
TELEPHONE CABLE
2 - CB-1 Inlets
C.B. (FL. 2202)
50'
48" Storm Sewer
6" WATER
4" ROOF DRAIN
15
FND. 1¼" BOLT
FND. ¾" BOLT
CONC. DVWY.
2 - CB-1 Inlets
PPL# 088900
MAIL BOX
8'
42'
EDGE A.C.
7" TREE
735
S. WAVERLY
R/W
2" GAS
6" WATER
2701
S. SHORE DR.
APTS.
E. 8th Ave.
City Future 42" Storm Sewer
"STOP"
4" EVERGREEN
FND. ½" IRON ROD
PPL# 088901
2" GAS
"STOP"
E. South Shore Dr.
14" CHERRY TREE
8" WATER


6" TREE
FND ½" IRON ROD
12' R.
"STOP"
48" Storm S'NC
Jo: W. Johnson, 68-337
Type "A" CURB
To Inlet
See "5" Lingr
Jox
LAKESIDE MANOR (PRIVATE DRIVE)
TYPE "A" CURB
6" WATER
4" TREE
R/W
E 10000
N 1
E. Kutch
Pr 10294
5' CONC. WALK
PAINTED ISLAND
TELEPHONE CABLE
Remove Inlet & cap
Ex. tg drain to sewer
SEWER
6" STORM DRAIN
PPL # 058005
5" ROOF DRAIN
Tr. 12 cy
2 - CB-1 Inlets
C.B. (FL 220.8)
6" WATER
48" Storm Sewer
4" ROOF DRAIN
15
FND. 1¼" BOLT
FND. ¾" BOLT
PPL # 088900
MAIL BOX
CONC. DVWY.
2 - CB-1 Inlets
EDGE A.C.
7" TREE
735 S. WAVERLY
R/W
2" GAS
6" WATER
2701 S. SHORE DR. APTS.
E. 8th Ave.
C.B.
City Future 42" Storm Se
"STOP"
4" EVERGREEN
CB-1 Inlets
FND. ½" IRON ROD
PPL # 088901
2" GAS
"STOP"
E. South Shore Dr.
14" CHERRY TREE
8" WATER
CB- Inlet
EVERGREEN SHRUB
"NO PARKING"
PPL # 088903
MAIL BOX
8" STORM SEWER
EDGE A.C.
HEDGE
12" TREE
845 S. WAVERLY
2" CHERRY


WAVERLY
SOUTH SHORE DR.
Lakeside Manor Dr.
POOL
PAVED
220
218
217.0
217.5
221.0
224
CB
C5
UB
1
2
3
4
5
6


WAVERLY
SOUTH SHORE DR.
Lakeside Manor Dr.
220
218
217.0
PAVED
POOL
C.B.
CB
O.M.H.
ANNE ST.
217.5
214
212
9
POOL


2.9 AC
2.9 AC.
BOUNDARY ST
①
BRADLEY ST
3.6 ②
PL
①
COLUMBUS ST
2.9
SEPARATION
5.9 AC
CLAY ST
SANTIAM
4.48 Ac
C.065
I5.25"/C
4.48 (.065)
DAVIDSON ST
6.9
PACIFIC
ERMINE ST
7.3 ①
3 1/2 CFS
FULTON ST
8.6 ①
WAVERLY DR
12.6
①
①
outfall
Lakeside Marsh Dr


COLUMBUS ST
2.9
SANTIAM
CLAY ST
5.9
PACIFIC
9TH
DAWSON ST
6.9
A-48
ERMINE ST
7.3
AVE
FULTON ST
8.6
WAVERLY DR
WAVERLY
12.6
outfall
Lakeside Dr.
36

9264

Albany

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Salem, Oregon
March ~~16~~, 1977
24,

FILE: 322-1944

FROM: Gerald W. Wimer Gerald Wimer
REGION II CONSTRUCTION ENGINEER

SUBJECT: Storm Drain Revision
Pacific Blvd.-Santiam Hwy.
(Waverly Drive) Albany

TO: Hal Versteeg
ROAD DESIGN ENGINEER

Attached is a March 7, 1977 letter from Albany Traffic Engineer Michael J. Corso requesting:

1) Routing storm drain down Lakeshore Drive. Per location data this routing is less expensive but does require right of way. This office has no objection providing the City can obtain the necessary right of way. Hearing data will reconfirm this request, in the interim your design should consider the City request.

2) Increasing outlet size with a 212.0 elevation at 8th Avenue to 48-inches. The increased cost should not be borne by this proposed Urban project but is logical to do at City expense for the difference. Since all the field location data is in your office, please have an estimate made of the difference. Region Federal Aide Engineer Phil Stearns needs it to follow up in negotiating and preparing agreements.

1 Versteeg ✓
Olson
2 Chr[illegible] [illegible]
Scott
Swenson
S[illegible]e
Trout

RECEIVED
AR 2 1 1977
ROAD
DESIGN
SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up / /
Other

GWW/lea
attachment
cc: Don Harwell w/attach
Jack Martin

REFERRED TO
Beard Road
Cole 1 Samp[illegible]
Erikson Watson
Hager Wells
Return Discuss Do [✓ File Copy] Due
BY FINAL DESIGN ENGINEER

3-24-77
This job is still in Location Sec.
A copy of this given to
Location.

City of Albany

March 7, 1977

Mr. Jack Martin
Resident Engineer
Oregon State Highway Department
1010 Airport Road
Albany, OR 97321

RE: Waverly Drive Improvement Santiam to Pacific Boulevard

Dear Jack:

The City is interested in increasing the size of the storm drain on the proposed Waverly Drive improvement beginning at 8th Avenue to a 48" pipe at an elevation of 212.0 feet or lower. This increase would be to separate the combined sanitary sewer west of Waverly Drive between Santiam Highway at Pacific Boulevard at a later date. Would it be possible for your department to study this proposal and see if it would be possible to do, and if so, how much the additional cost would be?

Attached is a map showing the area in question and our staff's basic calculation in figuring the increased amount of water that it would be necessary to drain.

The proposal to construct the storm drain down Lakeside Drive is better for the future development of that property; so it seems at this time, that's the route to take.

Sincerely,

Michael J. Corso

Michael J. Corso
Traffic Engineer

vwr

Attachment

RECEIVED
MAR 9 1977
J.M. MARTIN, Res. Engr.
☒ RE ☐ AR ☐ OE ☐ CI ☐ IN

P. O. BOX 490 • ALBANY, OREGON 97321 • (503) 926-4261
AN EQUAL OPPORTUNITY EMPLOYER

9264

Phil Stearns

City of Albany

January 13, 1977

REGION 2 ENGINEER
RECEIVED
JAN 1 6 1978
☐ RE ☐ RCE ☐ RME ☑ RTE ☐ ROE
☐ ULE ☐ GEO ☐ RSO ☐ ROC ☑ RPE

Mr. Jack Martin, Resident Engineer
Oregon State Highway Division
3400 Spicer Road
Albany, OR 97321

Dear Jack:

After holding a formal Public Hearing, the City Council has approved the street improvement of Waverly Drive between Pacific Boulevard and Santiam Highway. The storm drainage in the project will remain as originally designed by the state. This design showed a 24" diameter line from Swan Lake to Santiam Highway.

The council approved the project to include the installation of a traffic signal at Pacific Boulevard and Waverly Drive and the installation of a left turn phase on the existing signal at Santiam Highway.

Please let me know what is now necessary to get the project on its way to completion.

Sincerely,

Mike

Michael J. Corso
Office Engineer

vwr

Enclosure - Resolution

cc: Region,
— Phil Stearns
Fred Erickson

PROJECT MANAGEMENT
PME ☐ CCE ☐ OM ☐
LGE ☑ FAE ☐ OPE ☐
MAR 6 1978
M
TAA Hillebrandt File
PM FA
LG OP

RECEIVED
JAN 16 1978
J.M. MARTIN, Res. Engr.
☑ RE ☐ AR ☐ OE ☐ CI ☐ IN

Ore. 3-8-78

RESOLUTION NO. 1935

ADOPTION OF ENGINEER'S REPORTS, AUTHORIZATION TO SECURE EASEMENTS, TO OBTAIN BIDS, AND TO ISSUE WARRANTS FOR CONSTRUCTION OF ST-76-20, Waverly Drive BETWEEN PACIFIC BOULEVARD AND SANTIAM HIGHWAY.

BE IT RESOLVED That the reports of the City Engineer filed with the City Recorder on the 8th day of December , 19 77, concerning ST-76-20, Waverly Drive between Pacific Boulevard and Santiam Highway

be and the same are hereby adopted.

BE IT FURTHER RESOLVED That the Council authorize the Mayor and City Recorder to sign agreements on behalf of the City of Albany for the purpose of obtaining easements to construct the said improvements, direct the City Manager to obtain bids for the construction of said projects as required by law, and authorize the Mayor and City Recorder to make, issue and negotiate General Obligation Improvement Warrants for the performance of said improvements, bearing interest not to exceed 6½% per annum, and constituting general obligations of the City of Albany. The terms of conditions of such warrants shall be as provided by ORS 287.502 to 287.510.

BE IT FURTHER RESOLVED That funds budgeted within the Improvement Fund be transferred as follows:

	FROM	TO
RESOURCE:		
Improvement Fund ST-76-20, Waverly Drive between Pacific & Santiam (026-99850-84520)	$19,491.20	
REQUIREMENT:		
Improvement Fund ST-76-20, Waverly Drive between Pacific & Santiam (026-99850-88019)		$19,491.20

DATED this 11th day of January , 1978.

Mayor

ATTEST:

City Recorder

18

Resolution #1935

9264

11-76

LOCATION NARRATIVE

Pacific Blvd. - Santiam Hwy. (Albany)
Waverly Drive FAU 2955
Linn County
J. M. Martin - Res. Engr. Nov. 1976

Returned to Carstensen 12/2/76

History:

The northerly terminus of this project is the intersection of Waverly Drive with Pacific Blvd., Ore. Hwy. No. 16, at its M. P. 0.49. The southerly terminus is the intersection of Waverly Drive with Santiam Hwy., Ore. Hwy. No. 58, at its M. P. 0.88. Total length 0.36 miles.

In October 1975 the City of Albany requested this project be included in the F. A. U. System. The original request was to widen the existing 26 foot street to a 48 foot arterial. In June 1976 the City of Albany Council requested that preliminary engineering be done considering Waverly a collector street with a roadway width of 38 feet. Also as much on street parking was to remain as possible, except at the ends where left turn refuges will be located.

Programmed at 48

Typical Sections:

The surfacing thicknesses were obtained from Clarence Gregg.

1.5" A. C. (Future final application)
4.0" A. C.
10.0" Aggregate base (We show 2" leveling & 8" coarse)

Pavement widths are as follows:

Sta. 8+23 to 13+10 44 foot roadway
One 12 foot travel lane
One 13 foot left turn lane (Pac. Blvd. & Lakeside Manor)
One 11 foot travel lane
One 8 foot parking lane right.

Sta. 13+10 to 15+10 44-38 foot roadway
Taper section for travel lanes
One 8 foot parking lane right

Sta. 15+10 to 23+70 38 foot roadway
Two 11 foot travel lanes
Two 8 foot parking lanes

Sta. 23+70 to 25+50 38 foot roadway
Taper section

Sta. 25+50 to 26+86 38 foot roadway
Two 12 foot travel lanes
One 14 foot left turn lane (Santiam Hwy.)

Horizontal Alignment: Coordinates for this project are assumed. A "P" line was run south approximately along the existing painted center line. This "P" line is parallel to and 27 feet east (left) of the existing Waverly west property line.

The "L" line is 3.5 feet left (East) of the "P" line. This places the "L" line 19 feet left of the existing curb, since the existing curb is to be replaced in the same location. The "L" line has not been run in the field.

No attempt was made to tie the Waverly centerline to the Stations on the highways at each end of the project. The equations shown are only approximate.

Vertical Alignment: Vertical alignment was chosen to match as closely as possible the existing curb grades and allow drainage from adjacent yards on the west side to flow to the street. A sag vertical P. I. at Sta. 15+25 has slightly more than a 0.5% difference in grade, but was left that way to improve drainage to the inlet.

Right-of-Way: The following additional property considered necessary is based on a June 3, 1976 letter from Mike Corso, City of Albany, to the property owners. Ten properties are involved.

8+30 Lt. (Pacific Blvd.) to 15+10 Lt. - Additional 10 feet (0.16 Acre) on east side to increase existing 50' R/W to 60'.
15+10 Lt. to 21+30 Lt. - Existing 60' R/W is adequate.
21+30 Lt. to 26+70 Lt. (Santiam Hwy.) - Additional 6 feet (0.07 Acre) on east side to increase existing 50' R/W to 56'.

Some of these properties have trees, hedges and other improvements that will have to be removed. These improvements have been shown on the R/W map and the Clearing and Grubbing chart.

If the storm drainage system goes down Lakeside Manor Drive to Swan Lake, an easement will be necessary to get to the lake.

The necessary property takings and easements have not been discussed with R/W, so no cost estimate is available at this time.

Drainage: The present Waverly drainage from Santiam Hwy. to Sta. 21+00 was obtained by extending the 24 inch pipe under the Santiam Highway with 18 inch pipe from Sta. 26+00± to a ditch at Sta. 21+00 Lt. The ditch water at 21+00 Lt. meanders in a north easterly direction in a defined and non-defined ditch through 12 inch culverts into a 12" storm sewer at E. South Shore Dr. that flows to Bain St. and then to Swan Lake. Drainage 16+50 to 21+00 is in an 8" storm sewer that flows to the same ditch at 21+00 Lt. The drainage Sta. 11+00 to 16+00 Rt. goes into the sanitary sewer at Sta. 14+10 Rt.

The ditch at 21+00 Lt. is not adequate to carry the drainage for the entire project and the city wants to stop using it since the ditch runs through a residential area and school yard.

The City of Albany proposed taking the drainage down the Lakeside Manor Drive (Sta. 12+80 Lt.) to Swan Lake.

Since this Lakeside Manor Drive route crosses private land, and easements may be difficult to obtain, we also show a second route down South Shore Drive (Sta. 16+70 Lt.) that stays on public land the entire way.

Because of these two drainage routes, we have shown a cost estimate and quantity summary for both drainage proposals.

All existing drainage would be replaced with the new storm sewer system.

A 10 year design frequency was used for the storm sewer designs and both designs use a 24 inch maximum size pipe. Because the route down South Shore Drive is about 500 feet longer, than the route down Lakeside Manor Drive, our estimate shows it costing about $25,000.00 more. No deduction was made from this amount for easements necessary to use the Lakeside Manor route.

The proposed storm sewer down South Shore Drive will probably sever three existing storm drainage pipes from inlets to manholes. These pipes will need to be connected to the proposed system.

The Lakeside Manor Drive route has no existing drainage. The water just flows off the end of the pavement.

At the Swan Lake outlets for the 24 inch pipes, we have proposed using a sloped end, covering the pipe with riprap, and emptying the pipe into the lake at normal water level. An existing 30 inch pipe enters the lake, near the Bain St. bridge, submerged. We did not go out in the lake to find the end of this pipe, or continue our profiles. A guess at additional length for our proposed pipes to enter the lake submerged would be 100 feet for South Shore Drive and 50 feet for Lakeside Manor.

The laterals from the houses on the east side to the 8" sanitary sewer may require us to re-design the 24 inch storm sewer to the right of the sanitary sewer Sta 21+00 to 26+75. This should not present any problem but may require one additional manhole.

Utilities: The following utilities will be involved:

Northwest Natural Gas - Gas line
Pacific Power & Light - Water service
Pacific Northwest Bell - Underground cable
City of Albany - Sanitary & storm sewer

A 2 inch gas line runs the entire length of the project and may be in the way in several areas where the proposed storm sewers cross it and services to houses.

Pacific Power and Light indicated they intend to relocate their water lines while the street is torn up.

The telephone cable may also be a problem where the proposed storm sewer crosses it.

The laterals from the houses on the east side to the 8" sanitary sewer, Sta. 21 to 27, may require a redesign of the storm sewer system to miss them in this area. Most of the sanitary sewers on this project are at the back of the lots.

If the proposed storm system drains down the E. South Shore route, then extra care will also be necessary to avoid damaging the gas and water lines on that street.

Bid Items: B. I. 2. Temporary Protection & Direction of Traffic

Construction signing does not show a definite detour route because we feel the traffic will find its own route (Fulton St. or Bain St.) People who use this section of Waverly Drive are familiar with the area. However, Fulton St. is wide and would make a good detour.

B. I. 8. Removal of Curbs

B. I. 9. Removal of Walks & Driveways

These two items were detailed, but would require less engineering field work if included under Removal of Structures & Obstructions (B. I. 7)

B. I. 10. General Excavation

No waste disposal area has been shown for the 3,700 cu. yd., but several areas are available to the north near Waverly Lake.

B. I. 14, 15 & 16 Surfacing Materials

Commercial aggregate sources are available in the area.

B. I. 26. Concrete Walks

B. I. 27. Concrete Driveways

Both of these items should also include 3 inches of compacted crushed rock under them as shown on the City of Albany standard drawing. Curb radii in general are to be 12 feet and wheel chair ramps are to be 5 feet wide as shown on City of Albany standard drawings.

Some of the existing driveways and walks could be made to fit the new curb grade, but due to their poor condition and for uniformity and ease of construction we have recommended the replacement of all driveways and walks in areas of curb replacement.

B. I. 28. Concrete Curb (Type "A" Modified)

This curb has a 2 foot wide gutter and a 6 inch exposure as shown on the City of Albany standard drawing. About 500 feet of existing curb will fit the new grades. However, its replacement is shown because of cracks and exposed aggregate and generally deteriorated condition.

B. I. 32. Pacific Blvd. Traffic Signal Inst. Complete.

This proposed 5 phase signal will have left turn signals enabling Pacific Blvd. traffic to turn to Waverly.

B. I. 33. Santiam Hwy. Traffic Signal Inst. Complete

This existing 5 phase signal was installed 2 years ago. The added traffic generated by the Waverly widening will make it necessary to convert this controller to 8 phase and to install left turn signals for Waverly traffic.

From the center of the signal pole in the N. E. corner of of the intersection to the face of the existing 30 foot radius curb is 2.6 feet. This distance will be reduced by less than 1 foot and the pole can remain in place if the new curb goes past the pole base and ties into the old 30 foot radius curb at an angle point.

B. I. 34. Seeded Lawn Construction

This item was included to restore lawns that will be disturbed behind the new curb. Soil is good in this area so we did not figure a topsoil bid item would be necessary. The adjacent land at the north end of the project is not developed so lawn would not be necessary. However, we feel the small quantity involved at the north end is not worth a separate seeding and mulching bid item.

9264

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Salem, Oregon
November 29, 1976

FILE:

FROM: D. A. Terbell
Regional Liaison Agent

SUBJECT: Prefix 322-1944
Pacific Blvd.-Santiam Hwy (Albany)
Waverly Drive
Linn County

TO: James E. Chaney
Locating Engineer
East Salem Highway Building
Salem, OR 97310

BUILDING

The preliminary right of way cost estimates on above are as follows:

Going down station, from south to north

R. & R. Tripp	552 sq.ft.	3,000
R. & D. Russell	582 sq.ft.	2,500
T. J. & L. G. Gantt	300 sq.ft.	500
C. & B. Leahy	354 sq.ft.	4,250
N. & C. J. Montgomery	414 sq.ft.	5,000
W. R. & I. Estabrook	524 sq.ft.	1,250
D. L. & B. A. Lipsey	535 sq.ft.	500
		17,000

For the 680'± strip, 10' in width, beginning at the north end: This property has three different underlying fee holders but the entirety is under contract sale to one ownership, vested in M. Taylor, W. Johnson & J. Fox.

The area of the proposed right of way needs from these three totals 6780 sq.ft. The right of way cost estimate is $17,000. Threrfore the preliminary right of way cost estimate is $34,000 for the entire fee acquisitions.

I have discussed a proposal for a permanent easement, 30' in width, for installation of a 24" storm sewer line through the Taylor, Johnson, Fox property, from Waverly Drive to Swan Lake, with all three of the owners. The first proposal was to follow straight through their property from Lakeside Manor Drive as I have drawn in by the red lines on the enclosed strip copy of the right of way map prepared in the field by Jack Martin, Resident Engineer. The owners feel this easement location would be tantamount to the selling price of this easterly parcel containing the area outlined in red color. They acquired these and other parcels for an investment in speculation toward future development needs. Have previously sold off 3.09 acres ± to Willamette Industries and 4.02 acres ±

to D. G. Vandervort Sr. These two are now fully developed. The three owners now hold or control (CP) 6.96 acres ± exclusive of Lakeside Manor Drive, a private road. They do not plan to develop any of this land themselves, but sell to a willing buyer for his use within the present zoning structure, which is C-1, central business district, on all they control. They presently have an earnest money receipt down payment on the property shown under the name of E. Kutsch, on Jack Martin's right of way map. This sale, when consummated will have 137'± frontage on Pacific Highway and 160'± frontage on Waverly Drive. It therefore includes some of the land (100'±) southerly and adjacent to E. Kutsch, all of which is under contract sale to Taylor, Johnson and Fox. Sale will contain 22,000 sq.ft. of area, is for $66,000 and buyer plans to construct a Dairy Queen fast food outlet. They do not want to run the risk of losing the sale of this back property to a commercial or business developer because of the incumberance of such an easement. In summary, they have serious objections to the proposal.

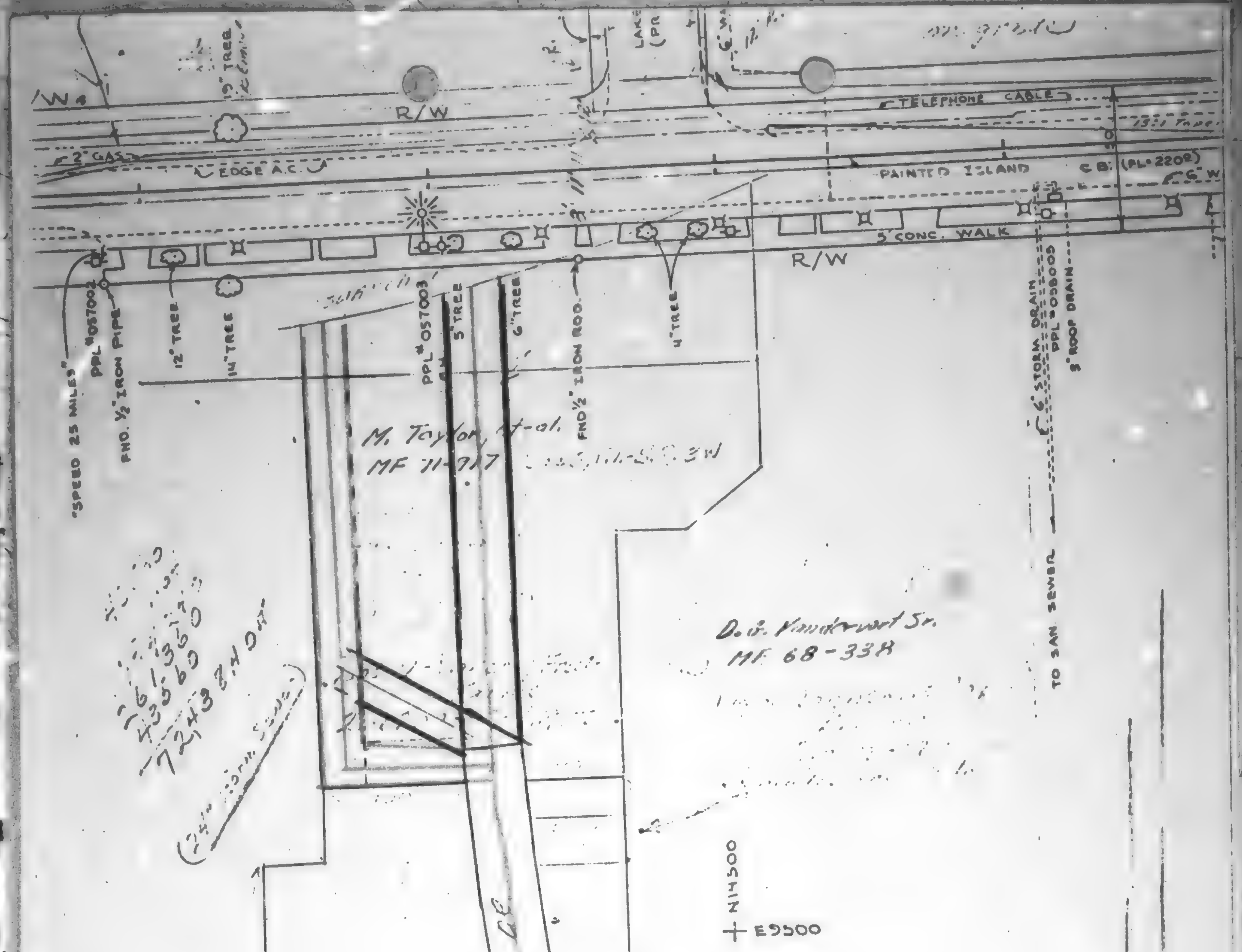
For such an easement following the alignment of the yellow line on the enclosed drawing above referred to, they will ask $10,000. To connect the two yellow lines diagonally, by the blue line as shown on the drawing, the asking price is $15,000. These quotes are based on the assumption no structures can be constructed over the easement areas. They are also based on the assumption, and these owners are aware, they can connect to and use the underground storm sewer facility.

D. A. Terbell

D. A. TERBELL
Regional Liaison Agent

DAT:ns
cc: C. O. FREDRICKSON
G. W. WIMER
J. B. BOYD
JACK MARTIN
ROD HENRY

OREGON STATE HIGHWAY DIVISION
JAMES E. CHANEY Resident Engineer
RECEIVED
NOV 29 1976
NOTED
RES ☐ ASST ☑ ASST ☐ ☑ ☐ OM ☐


R/W
15" TREE
2" GAS
EDGE A.C.
LAKE
TELEPHONE CABLE
PAINTED ISLAND
C.B. (PL-2202)
6" W
5' CONC. WALK
R/W
"SPEED 25 MILES"
PPL #OST002
FND. 1/2" IRON PIPE
12" TREE
14" TREE
PPL #OST003
5" TREE
6" TREE
FND 1/2" IRON ROD
4" TREE
6" STORM DRAIN
PPL #OSB005
3" ROOF DRAIN
TO SAN SEWER
M. Taylor, et-al.
MF 71-917
D. J. Vanderwort Sr.
MF 68-338
61360
43560
72438 H DA
N14500
E9500
J. Bowman
J. Bowman
99.33

9264

CATING ENGINEER'S STATEM

Submit 2 Copies With Estimate

Prefix 322-1944 Highway Waverly Dr. FAU 2955 Section Pacific Blvd.-Santiam Hwy(Albany)

Highway Class City Street-Collector Date November 4, 1976

Yes	No	N/A*	
			1. Are the following being submitted?
☒	☐	☐	a. Detail Map (Hard Copy).
☒	☐	☐	b. Small Scale Ownership Map. (Large Scale)
☐	☐	☒	c. Abandonment Map.
☐	☐	☒	d. Vicinity Maps (PUC and Structures).
☐	☐	☒	e. RR Encroachment Maps and Cross Sections.
☐	☐	☒	f. Interchange Layout Sheets.
☒	☐	☐	g. Location Profile.
☒	☐	☐	h. Located Line Cross Sections.
☐	☐	☒	i. Mass Diagram.
☒	☐	☐	j. Earthwork and Other Calculations to Support Estimate.
☒	☐	☐	k. Field Notes.
☒	☐	☐	l. Coordinate Sheets.
☒	☐	☐	m. Clearing and Grubbing Chart.
☐	☐	☒	n. Report on Bench Mark Recoveries (Form E-369)
☐	☐	☒	(1) Description of Bench Mark (Form E-185).
☐	☐	☒	(2) Report on Condition of Bench Mark (Form E-186).
☒	☐	☐	o. Photostats of Deeds and Legal Instruments covering Ownerships.
☒	☐	☐	p. Copies of Maps, Plats and other necessary information for the preparation of R/W Descriptions.
☐	☒	☐	q. Property Appraisal and justifications for alternate facilities.
☐	☒	☐	r. Preliminary Soils and Material Report.
☐	☐	☒	s. Statement of Source of Materials and Stockpile Site (Form E-368).
☐	☐	☒	t. Sketch Map of all Proposed Stockpile Sites, Gravel Pits and Quarries, with supporting data for Descriptions.
☐	☒	☐	u. Estimate for Movement of Utilities.
☒	☐	☐	v. Quantity Summary.
☒	☐	☐	w. Cost Estimate.
☒	☐	☐	x. Narrative Report of Survey.
☐	☐	☒	2. Have all traverses that are required for the preparation of Metes and Bounds Descriptions been closed?
☐	☐	☒	3. Have all required temporary easements been designated as to area, type and duration?
☒	☐	☐	4. Have you taken into consideration the mechanics and properties of the various types of soil encountered?
☐	☐	☒	5. Have samples of the surfacing materials been submitted for test by the Salem laboratory?
☐	☐	☒	6. Have you investigated drift conditions (snow and sand)?
☐	☒	☐	7. Are there slide conditions apparent?
☐	☒	☐	8. Have you been over this project with a Soils representative?
☐	☒	☐	9. Have you been over this project with a R/W representative?
			10. Has a typical section of the following been platted on the location profile?
☒	☐	☐	a. Roadbed Grading, with Surfacing.
☐	☐	☒	b. Retaining Walls.
☐	☐	☒	c. Slope Benching.
☐	☐	☒	d. Hand Placed Slopes.
☐	☐	☒	e. Rip Rap Work.
☐	☐	☒	f. Irrigation Ditches.
☐	☐	☒	g. Special Drainage Ditches.
☐	☐	☒	h. Channel Changes.
☐	☐	☒	i. Flumes.
☒	☐	☐	j. Sidewalks, Curbs and Gutters.
☐	☐	☒	k. Tunnel (Drainage).
☐	☒	☐	11. Is relocation of a scale site necessary?
☐	☒	☐	12. Does this project involve construction of a frontage road?
☐	☒	☐	13. Will there be unusual difficulty in handling traffic during construction?
☐	☐	☒	14. Have all important alignment points been referenced?
☒	☐	☐	15. Have all location problems been discussed in the Narrative Report of Survey?

Signature J. M. Martin Locating Engineer

Address 1010 Airport Rd., Albany 97321

* Non Applicable

9264

FAUS

OREGON STATE HIGHWAY DIVISION
Location Section

Section: [redacted]

Highway: FAUS 2955

County: Linn

Prefix: 322-1944

Res. Engr: Jack Martin

Date September 22, 1976

Ten Year Traffic Coefficient 6.5

18 kip s.a. per day 16.5

R value 8

Frost Penetration - - - -

CBE Total Requirement 21.0"

STRUCTURAL SECTION
NEW WORK

ACTUAL THICKNESS	COMPONENT	CREDIT
1.5"	A.C. (Final Application)	3.0
4.0"	A.C.	8.0
10.0"	A.B.	10.0
15.5"		21.0"

1.0"	Asphaltic Concrete Wearing Surface & Base	=2.0" Aggregate Base
1.0"	Cement Treated Base	=1.8" Aggregate Base
1.0"	Plant Mix Bituminous Base	=1.8" Aggregate Base
1.0"	Emulsion Treated Wearing Surface & Base	=1.8" Aggregate Base
1.0"	Soil Cement (Existing Roadway Material)	=1.5" Aggregate Base
1.0"	Oil Mat	=1.1" Aggregate Base
1.0"	Lime or Cement Treated Subgrade	=1.0" Aggregate Base
1.0"	Aggregate Subbase	=0.8" Aggregate Base

Above Factors apply to materials that comply with Standard Specifications and Special Provisions.

F.H.W.A.
~~Asst. State Highway Engineer~~
Location Engineer
Construction Engineer
Region Engineer
Resident Engineer
Specifications Engineer
Final Design Engineer
Regional Geologist
County-City
Materials

RECEIVED
COUNTY & CITY SECTION
SEP 23 1976
☐ ENGR. ☐ COOR. ☐ OE ☐ AE ☐ UE
☑ UPE ☒ CE ☐ RE ☑ DPE ☐

9264

1.

July 28, 1976

City of Albany
City Hall
Albany, OR 97321

Attention: Ernest W. Isham
City Recorder

MISC. CONTRACTS and
AGREEMENTS No. 5759

Gentlemen:

Attached for your records is a fully executed copy of an urban system project agreement for improvement to the Pacific Boulevard-Santiam Highway (Albany) Section of Waverly Drive.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Very truly yours,

C. W. Head
COMMISSION SERVICES

fkn

Att.

cc Don Harwell (agree. att.)

9264

Form B-39 (Rev. 9-71)

Jana
Albany

OREGON STATE HIGHWAY DIVISION

AUTHORITY FOR SURVEY

Section Pacific Blvd. - Santiam Hwy. (Albany)

Date July 14, 1976

Highway Waverly Drive FAU 2955

Authorization No. 2

County Linn

Survey Prefix 322-1944 (Assigned by Salem office)

Description of termini, route, length, etc.: The northerly terminus of the project is the intersection of Waverly Drive with Pacific Blvd. The southerly terminus is the intersection of Waverly Drive with the Santiam Hwy. at its MP 0.88. Total length is 0.36 mile.

RECEIVED
COUNTY & CITY SECTION
JUL 26 1976
☐ ENGR. ☐ COOR. ☑ GE ☒ AE ☐ UE
☑ OPE ☒ CE ☒ RE ☒ RPE ☐

Purpose of survey: To prepare plans, specification and cost estimate to grade, pave and drain.

Estimate of cost:

Field	901	8,500
Citizen Participation	902	500
City	903	3,000
Plans	905	1,500
R/W	909	500
Soils	910	1,900
Liaison	913	1,000
Utility	914	500
Proj. Mgt	920	200
Specifications	921	800
Environmental	923	1,000
Planning	924	100
Hearings	980	500

M-2955 (1) 4/22/76

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

Total estimated cost of survey	$ 20,000
Previous authorization	17,000
Additional authorization requested	3,000
Additional authorization approved (Salem)	
Total all authorizations approved (Salem)	

Requests made by: for Jack Martin, Field Engineer

Recommended for Approval: C. D. Hedrickson, Regional Engineer

Recommended for Approval: Frank E. Perpin, Location Engineer

Approved: Ed Hunter, Assistant State Highway Engineer

SP*23604-734

9264 file

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE: 22-1138

INTER-OFFICE CORRESPONDENCE
Salem, Oregon
June 22, 1976

Phillip O. Stearns

FROM: Phillip O. Stearns
REGION FEDERAL AID ENGINEER

TO: George Hopkins
PROJECT DEVELOPMENT ENGINEER

SUBJECT: Urban System Project Agreement
Waverly Drive
Albany Urban Area

Attached are three copies of subject agreement signed by the City Officials, and the transmittal letter.

Note, the City desires downgrading of Waverly to a collector, and requests the State to consider a 38 foot width.

Primary reasons for this is social impact and monetary. In order to construct an arterial section, it would be necessary to purchase right-of-way "up to the front door" along the route. The local citizens object to this strenuously.

Please submit the agreement through normal channels for approval.

6-24-76
Called Phil Stearns
He will have City
send in Resolution

POS/elf

Attach.

cc: Jack Rowland

PROJECT MANAGEMENT
JUN 23 '76
REFER TO: Vareia
H
FOR
Info | Investigate | R/D | Action | File | See me ✓

RECEIVED
COUNTY & CITY SECTION
JUN 23 1976
☐ ENGR. ☐ COOR. ☑ OE ☐ AE ■ UE
☑ UPE ☒ CE ☐ RE ☐ RPE ☐

City of Albany

REGION 2 ENGINEER
RECEIVED
JUN 21 1976
☐ RE ☐ RCE ☐ RME ☐ RTE ☐ ROE
☐ ULE ☐ GEO ☐ RSO ☐ ROC ☐ RFE

June 18, 1976

Phil Stearns
Region II Federal Aid Engineer
Oregon State Highway Department
2960 E. State Street
Salem, OR 97310

Dear Phil:

SUBJECT: Improvement of Waverly Drive between Pacific Blvd. and Santiam Highway, FAU2955.

The City Council desires to change the classification of Waverly Drive between Pacific Blvd. and the Santiam Highway from an arterial to a collector street. Functional classified as Minor Arterial pd.

The Council requests that the preliminary engineering done by the State consider a roadway width of 38 feet.

Enclosed are the signed project agreements.

Sincerely,

Michael J. Corso
Office Engineer

ka

Enclosures

6/24/76
copy to Jack Rowland
for consideration

p.o. box 490 albany, oregon 97321

92611

4-22-76

U. S. DEPARTMENT OF TRANSPORTATIO FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. -2955(1)

STATE PROJECT NO. Pac Blvd-Santiam Hwy (Albany)

PROGRAM NO.

COUNTY NAME Linn

ITEM NO. M-73

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

FROM:
G. L. Green, Division Administrator
Salem, Oregon

TO:
Mr. F. B. Klaboe
Administrator & State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
APR 27 '76
REFER TO
Rulien
FOR

Info	Inves	R/D	D/R	Sign	Act	File
					✓	

DATE PS&E APPROVED

DATE AUTHORIZATION EFFECTIVE 4/22/76

FEDERAL ROUTE NUMBER U-2955

STATE ROUTE NUMBER City Street

GENERAL LOCATION:
City Street, SR 99 to US 20 (Albany)

GENERAL DESCRIPTION OF WORK:
Preliminary Engineering

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☒ OTHER *(Specify)* All phases of Preliminary Engineering necessary to obtain an approved Final Negative Declaration at a total estimated cost of $16,000, Federal funds $12,500.

☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

My program approval memorandum of 4/22/76 approved this project for inclusion in the Federal-aid program.

As requested in Mr. Rulien's 4/14/76 letter you are authorized to proceed with the work as shown above.

DATE 4/22/76

SIGNATURE OF APPROVING OFFICIAL G.K. Hosmer for

TITLE Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1975-631-855

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS

(PPM 21-1)

STATE HIGHWAY DEPARTMENT: Oregon

DATE: 4/22/76

BY (Signature): L.W. Rulien's 4/14/76 letter

TITLE: Project Management Engineer

CLASS OF FEDERAL FUNDS: ☐ FAI ☐ FAP ☒ FAU ☐ FAS ☐ OTHERS

STAGE 1* ITEM NOS. ______ THRU ______

STAGE 2 ITEM NOS. ______ THRU ______

ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS	OTHER IDENTIFICATION AND/OR REMARKS (State)
73	M-2955(1)	0.35	200,000	156,200	**Location** Pacific Blvd.-Santiam Hwy (Albany) Section Linn County State of Oregon **Work** Preliminary Engineering

RECEIVED
STATE HWY ENGR
APR 27 '76
REFER TO
Rulien
FOR
Info | Invs | R/D | D.R. | Spl | Att | File ✓

REMARKS (Division)

RECOMMENDED

DATE

SIGNATURE AND TITLE

APPROVED

DATE: 4/22/76

SIGNATURE AND TITLE: G. L. Green, Division Administrator

* Program approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

FORM PR-48
(Rev. 8-71)

GPO 915-690

9264

PRO 6-2

April 14, 1976

TO G. L. Green, Division Administrator
Federal Highway Administration

FROM L. W. Rulien
Project Management Engineer

SUBJECT Program Data Submission
Project No. M-2955(1)
Linn County

We are submitting program data for one project, Item No. 73, Project No. M-2955(1), "Pacific Blvd.-Santiam Hwy. (Albany) Section", which we desire to have included in the Federal Aid Urban System Highway Program.

This project has been originated by local officials and concurred in by the Oregon Transportation Commission and the State Highway Division.

Enclosed is one copy of the Federal Aid Urban System Project Request.

We request, concurrent with program approval, authorization to proceed with all phases of the preliminary engineering necessary to obtain an approved Final Negative Declaration at an estimated total cost of $16,000, with obligation of $12,500 in Federal funds.

Copies of the State Clearinghouse and District 4 Clearinghouse A-95 review approval letters have been forwarded previously.

DRH:ljt
Att.

cc: C. O. Fredrickson, Reg. 2

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O.

FORM PR-1
(REV. 4-61)

April 14, 1976

FEDERAL-AID PROGRAM DATA

CARD 2

REPORT NUMBER: 1

PROJECT LOCATION (45 typewriter spaces): City St., SR 99 to US 20 (Albany)

ADT	PRESENT	FUTURE	YEAR	REGION	STATE NAME
	4,000	7,800	96	10	Oregon

CARD 3

CHARACTER OF PROPOSED WORK (35 typewriter spaces): PE, ROW, Gr., Dr., Pave

NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	PROJECT NUMBER NUMBER
							M-	2955

CARD 4

CLASS OF FEDERAL FUNDS: Urban System

NAME OF URBAN AREA: Albany

COUNTY NAME: Linn

ROUTE NO.	FEDERAL-AID	STATE	U.S.
U	2955	City St.	--

CARD	LINE NO.	CHANGE CODE	PROJECT CODE	CLASS	WORK TYPE	WORK STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS
5					**PE**			0.35	18,000	14,000	2,000	2,000 (Ci
5					**ROW**			0.35	21,000	16,400	2,300	2,300 (Ci
5					**CONST** (CODE) 6201		"Pacific Blvd.-Santiam Hwy. (Albany) Section"	0.35	161,000	125,800	17,600	17,600 (Ci
CARD 1	CODE 1	PREPARED BY DRH					PROJECT TOTALS	0.35	200,000	156,200	21,900	21,900 (Ci

ESTIMATED PROJECT COST BY PHASES

PROGRAM APPROVAL DATES

REMARKS

FORM PR-1
(REV. 4-61)

FEDERAL - AID PROGRAM DATA

April 14, 1976

LOCATION (45 typewriter spaces) St., SR 99 to US 20 (Albany)	ADT	PRESENT 4,000	FUTURE 7,800	YEAR 96	REGION 10	STATE NAME Oregon	STATE CODE 41 · APPN CODE W32 · ITEM NO. 73

(35 typewriter r., Pave	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S) M- · NUMBER 2955 · SEQ. NO. (1)	I. Projects Only POST MI. · DESIG.

Urban System

Albany

COUNTY NAME Linn CODE 043

ROUTE NO. U FEDERAL-AID 2955 STATE City St. U.S. --

PROGRAM STAGE ☐ 1 OR ☒ XX 2

ESTIMATED PROJECT COST BY PHASES

PE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
		"Pacific Blvd.-Santiam Hwy. (Albany) Section"	0.35	18,000	14,000	2,000	2,000 (City)	ROW-60' min.; Access Control-none; Parking Restriction-complete.
W			0.35	21,000	16,400	2,300	2,300 (City)	
ST			0.35	161,000	125,800	17,600	17,600 (City)	
	DRH	PROJECT TOTALS	0.35	200,000	156,200	21,900	21,900 (City)	

AL DATES

REMARKS

(OVER)

PACIFIC BLVD.-SANTIAM HWY. (ALBANY) SECTION

PROJECT NO. M-2955(1)

Existing Facility: 26' high-type pavement providing 2 lane traffic, curb and sidewalk on one side and 5' shoulder on the other.

Adjacent Sections: North End - Jct. SR 99 (Albany-Junction City)

South End - Jct. w/ US 20 (Santiam Hwy.)

Project Data: The proposed work is as follows:

(1) All phases of preliminary engineering including preliminary engineering by utility forces.

(2) Acquisition of right-of-way all phases are required.

(3) Grade, drain, high-type pavement, to provide 48' curbed section with sidewalks on both sides, and other incidential work common to this type of project.

Systems Action, Airports, Railroads, Water Developments, Historical and Recreational Areas: None involved.

FHPM 7-7-2 Requirements: Major action project requiring a negative declaration concurred in by FHWA on January 28, 1976.

IM 50-1-70 Requirements: State Clearinghouse and District Clearinghouse A-95 review approval letters dated March 11, April 6, 1976, respectively.

FHPM 7-7-5 Requirements:

(1) Public Hearings - Opportunity for a hearing will

(2) Location/Design - Approval will be requested und action.

Data for PR-37:

Preliminary Engineering	Field Work	$16,
	PS & E Preparation	2,
	TOTAL	$18,

No relocation assistance required.

NOTE: This project is in Congressional District No. 2.

Albany Municipal Airport lies east within two mile project. The runways are oriented such that the p will not cause any conflict with the operation of

IAM HWY. (ALBANY) SECTION

(1)

26' high-type pavement providing 2 lane traffic, on one side and 5' shoulder on the other.

: North End - Jct. SR 99 (Albany-Junction City)

South End - Jct. w/ US 20 (Santiam Hwy.)

e proposed work is as follows:

f preliminary engineering including preliminary by utility forces.

of right-of-way all phases are required.

, high-type pavement, to provide 48' curbed section ks on both sides, and other incidential work common of project.

irports, Railroads, Water Developments, Historical Areas: None involved.

rements: Major action project requiring a negative urred in by FHWA on January 28, 1976.

IM 50-1-70 Requirements: State Clearinghouse and District 4 Clearinghouse A-95 review approval letters dated March 11, 1976 and April 6, 1976, respectively.

FHPM 7-7-5 Requirements:

(1) Public Hearings - Opportunity for a hearing will be offere

(2) Location/Design - Approval will be requested under separate action.

Data for PR-37:

Preliminary Engineering	Field Work	$16,000
	PS & E Preparation	2,000
	TOTAL	$18,000

No relocation assistance required.

NOTE: This project is in Congressional District No. 2.

Albany Municipal Airport lies east within two miles of the project. The runways are oriented such that the proposed work will not cause any conflict with the operation of the airport.

9264

4

AN EQUAL OPPORTUNITY EMPLOYER

EXECUTIVE DEPARTMENT

INTERGOVERNMENTAL RELATIONS DIVISION

240 COTTAGE STREET S.E. • • • • SALEM, OREGON 97310

ROBERT W. STRAUB
GOVERNOR

STAFFORD HANSELL
Director

Pacific Blvd.-Santiam Highway (Albany)
FAU-2955 Waverly Dr. (Albany)
Linn County

March 15, 1976

3/17/76

cc: G. L. Green, FHWA
F. E. Terpin
~~E.~~ B. Klaboe
J. B. Boyd
R. E. Royer
J. H. Versteeg
Gary Potter
G. N. Hopkins, Co.-City
B. L. Gifford
D. E. Swan
C. O. Fredrickson
H. C. Johnson
Aeronautics Div.

Mr. L. W. Rulien
State Highway Division
State Highway Building
Salem, Oregon 97310

Dear Mr. Rulien:

Re: Pacific Blvd-Santiam
Highway, PNRS # 7602 2 480

The State Clearinghouse has received additional comments on your project from State Department of Environmental Quality (DEQ) subsequent to our closing letter of March 11, 1976. These comments are enclosed for your attention.

We are assuming your continued cooperation in addressing the questions and concerns for this state agency. You should work closely with Carl Simons of DEQ (229-5293), and provide him with any information requested.

Please feel free to contact Leslie Lehmann of my staff if you need assistance.

A copy of this letter and enclosures should be forwarded to the federal funding agency, as required by OMB A-95.

Sincerely,

William H. Young

William H. Young
Administrator

RECEIVED
STATE HWY ENGR
MAR 17 '76
REFER TO Bd
FOR
Info | Moves | R/D | D/R | Sign | Act | File

NOTED
MARIE STEPHENS

WHY:lm
Enclosure

cc: Carl Simons

BEN GIFFORD

2-3-76

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
240 Cottage Street S.E., Salem, Oregon 97310
Leslie Lehmann, Coordinator Phone: 378-3732

[illegible]
R 11 1976

PNRS STATE REVIEW

Project #: 7602 2 480 Due Date: MAR 05 1976

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have no comment and the file will be closed.

PROGRAM REVIEW AND COMMENT

To State Clearinghouse: We have reviewed the subject Notice and have reached the following conclusions on its relationship to our plans and programs:

☐ It has no adverse effect.

☐ We have no comment.

☐ Effects, although measurable, would be acceptable.

☒ It has potentially adverse effects.

☒ We are interested but require more information to evaluate the proposal.

☐ Please coordinate the implementation of the proposal with us.

☐ Additional comments for project improvement. (Attach if necessary)

- - - - - - - - - - - -

REMARKS (Please type or print legibly)

Please quantify the noise impact of the proposed project on noise sensitive sites. Consideration should be given to reclassifying this project to category 2 due to potential noise impact.

Agency DEQ By Carl A. Simons

9264

4

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
240 Cottage Street S.E., Salem, Oregon 97310
Leslie Lehmann, Coordinator Ph: 378-3732

STATE A-95 REVIEW CONCLUSIONS

APPLICANT: State Highway Division

PROJECT TITLE: Pacific Blvd-Santiam Hwy

DATE: March 11, 1976

G. L. Green, FHWA
F. B. Klaboe
F. E. Terpin
J. B. Boyd
R. E. Royer
J. H. Versteeg
Gary Potter
G. N. Hopkins, Co-City
B. L. Gifford
D. E. Swan
C. O. Fredrickson
H. C. Johnson
Aeronautics Division

The state has reviewed your project and reached the following conclusions:

- ☒ No significant conflict with the plans, policies or programs of state government have been identified and your proposal is endorsed as presented.
- ☐ Relevant comments of state agencies are attached and should be considered in the final design of your proposal.
- ☐ Potential conflicts with the plans and programs of the state agency(s) have been satisfactorily resolved. No significant issues remain.
- ☐ Significant conflicts with the plans, policies or programs of state government have been identified and remain unresolved. The final proposal has been reviewed and the final comments and recommendations of the state are attached.

NOTICE TO FEDERAL AGENCY

The following is the officially assigned State Identifier Number:

7602 2 480

This number should be used on all correspondence and particularly on SF 240 as required by OMB A-98.

RECEIVED
STATE HWY ENGR
MAR 15 '76
REFER TO
FOR
Info Inves R/D D/R Sign Act File

A copy of this notification and attachments, if any, must accompany your application to the federal agency as required by OMB A-95. Comments of the appropriate local reviewing agencies must also be included.

BEN GIFFORD
2-13-76

NOTED
MARIE STEPHENS

PNRS #2

9264

L.

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator of Highways

RECEIVED
STATE HWY ENGR
FEB 12 '76
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

February 13, 1976

TO

Executive Department
Federal Aid Coordination Unit

Oregon District 4 Council
of Governments
#7 Wellsher Bldg.
Corvallis, Oregon 97330

FROM

George N Hopkins

George N. Hopkins
Project Development Engineer

SUBJECT

Notice of Intent for Federal-Aid Funds
District 4
FAU-2955 Waverly Drive (Albany)
Pacific Blvd.-Santiam Highway (Albany)
Linn County

In accordance with Executive Memorandum 02-270-20, attached are copies of the Notices of Intent for the subject project.

Early Programing of this project for advance planning in anticipation of future construction is necessary; therefore, your prompt attention to this proposal will be appreciated.

Allowing time for your review, we estimate the date of filing for federal-aid funds on this project to be

Attachments

BLG:re

cc:
G. L. Green, FHWA
F. B. Klaboe
E. E. Terpin
J. B. Boyd
R. E. Royer
J. H. Versteeg
Gary Potter

G. N. Hopkins, County-City
B. L. Gifford
D. E. Swan
C. O. Fredrickson
H. C. Johnson
Aeronautics Division

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

NOTIFICATION OF INTENT TO APPLY FOR FEDERAL AID

For Internal Use Only	1-8] PNRS #		Page One

02	12] APPLICANT [45 State Highway Division	46] DIVISION [79 Department of Transportation		
03	12] APPLICANT ADDRESS STREET [45 State Highway Building	46] CITY [60 Salem	76] ZIP [80 97310	
04	12] CONTACT PERSON [45 L. W. Rulien	46] AREA CODE [48 503	49] PHONE [55 378	56] EXTENSION [59 6563
01	12] PROJECT TITLE [71 Pacific Blvd.-Santiam Highway (Albany) District 4			
11	12] PROJECT LOCATION—CITY FAU-2955 Waverly Dr. (Albany)	PROJECT LOCATION—COUNTY Linn	PROJECT LOCATION [79 SEC: -- T: 11S R: 3W	

SUMMARY PROJECT DESCRIPTION (ATTACH SUPPORTING DOCUMENTS AS NECESSARY—SEE INSTRUCTIONS ON BACK)

05 [71

06 12] This project approx. 0.35 mile will widen Waverly Drive and involves preliminary [71

07 12] engineering, aquisition of right-of-way, grading, paving and incidental work to [71

08 12] improve traffic flow and safety conditions. (See Attachment) [71

09 12] [71

10 12]

12

AMOUNT REQUESTED—FEDERAL FUNDS		NON-FEDERAL MATCHING FUNDS		OTHER	TOTAL
12] (A) Grant [19	20] (B) Other [27	28] (C) State [35	36] (D) Local [43	44] (E) FUNDS [51	52] (F) FUNDS [60
179,400	--	25,300	25,300	--	230,000

13	12] TYPE OF OTHER FEDERAL FUNDS (See 12B) [45	46] TYPE OF OTHER NON-FEDERAL FUNDS (See 12E) [79
14	12] FEDERAL PROGRAM TITLE [71 Title 23 USC Highways	
15	12] FEDERAL AGENCY NAME [45 U.S. Department of Transportation	46] FEDERAL SUB-AGENCY NAME [79 Federal Highway Administration

17 **(A) TYPE OF APPLICANT:** (Check (X) the single most applicable box)

STATE ☒ 12 INTER-STATE ☐ 13 COUNTY ☐ 14 CITY ☐ 15 SCHOOL DISTRICT ☐ 16 SPECIAL DISTRICT ☐ 17 COMMUNITY ACTION ☐ 18 SPONSORED ORGANIZATION ☐ 19 OTHER ☐ 20

(B) TYPE OF ACTION: (Check (X) as many boxes as apply to this action)

NEW GRANT ☒ 21 CONT. GRANT ☐ 22 SUPPL'T GRANT ☐ 23 INCREASE DURATION ☐ 24 DECREASE DURATION ☐ 25 CANCELLATION ☐ 26 INCREASE DOLLARS ☐ 27 DECREASE DOLLARS ☐ 28

(C) HAS DISTRICT CLEARINGHOUSE BEEN NOTIFIED? Yes ☒ 29 No ☐ 30 Date: February 13, 1976

(D) REVIEW REQUIRED by A-95 Yes ☒ 31 No ☐ 32

(E) ENVIRONMENTAL IMPACT Yes ☒ 33 No ☐ 34

(F) HOUSING RELOCATION REQUIRED Yes ☐ 35 No ☒ 36

(G) ESTIMATED APPLICATION FILING DATE:	41] MONTH [42 March	43] DAY [44 12	45] YEAR [46 1976

ADDITIONAL INFORMATION—ALL APPLICANTS

I. A. Is the project consistent with the city or county comprehensive plan, zoning and subdivision ordinance? No ☐ Yes ☒

I. B. Is the proposal consistent with statewide land use goals? No ☐ Yes ☒

I. C. Is the proposal consistent with state and regional plans? No ☐ Yes ☒

II. Will the project have an impact on a neighboring jurisdiction? No ☒ Yes ☐

If so, is the project consistent with the comprehensive plan for that jurisdiction? No ☐ Yes ☐

III. Explain deviations if any, from pertinent plans.

IV. Federal Catalog number (or Public Law no. and title) 20.205 Highway Planning and Construction

V. Has funding agency been notified? No ☐ Yes ☒ Date: February 13, 1976

VI. If project includes state funds (12C), identify agency State Highway Division

STATE AGENCIES ONLY

VIII. (a) IS PROGRAM BUDGETED ☐ NON-BUDGETED ☐

(b) STATE SHARE

GENERAL FUND CASH $________

OTHER FUND CASH $________

IN KIND $________

(c) FUNDING METHOD

	FEDERAL SHARE		STATE SHARE		TOTAL	
First Year	%___	$______	%___	$______	%___	$______
Second Year	%___	$______	%___	$______	%___	$______
Third Year	%___	$______	%___	$______	%___	$______

(d) WILL PROGRAM REQUIRE HIRING OF NEW STATE EMPLOYEES? No ☐ Yes ☐ Number ______

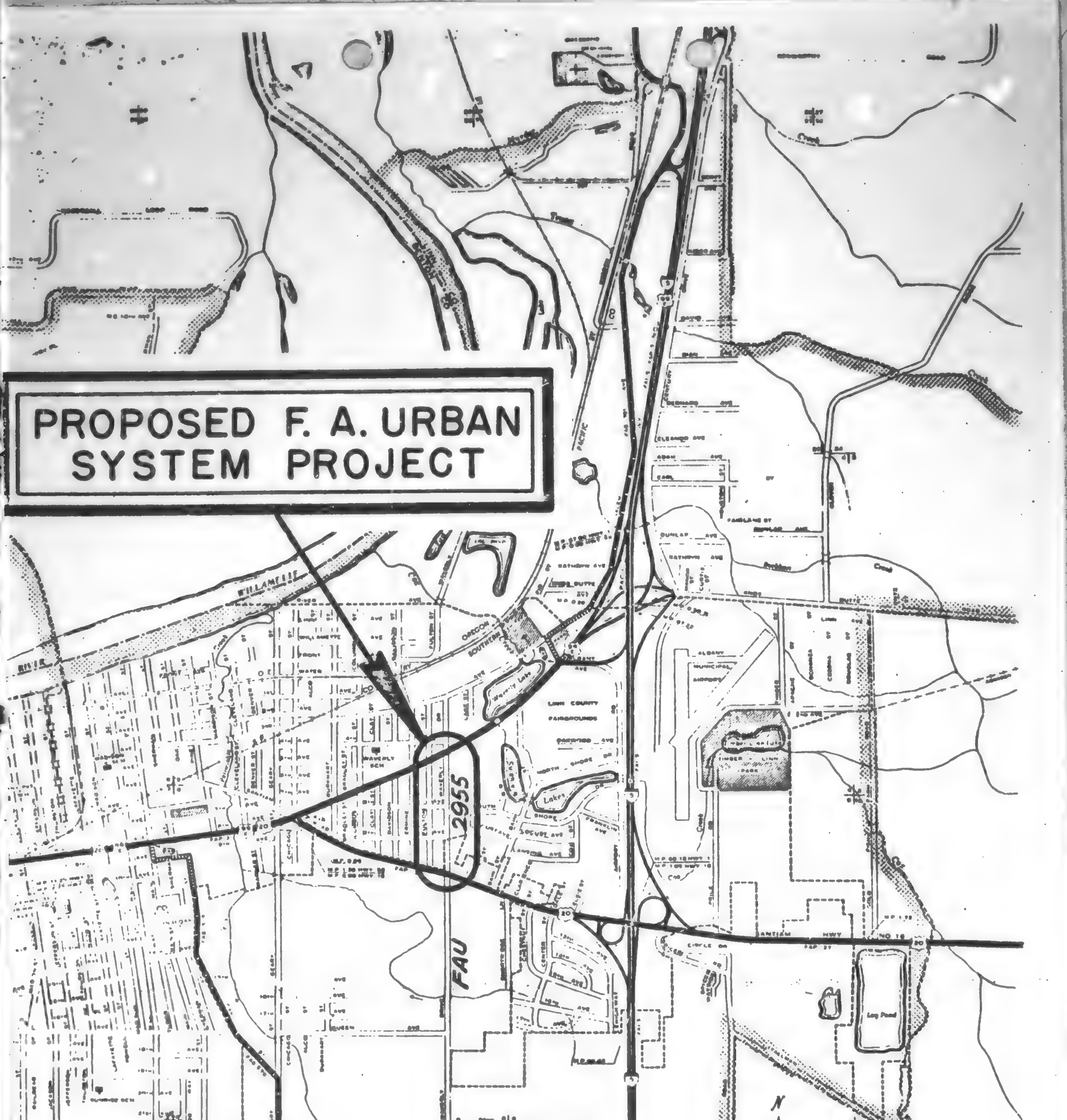
(e) Will accounting for this grant be administered by the Executive Dept. Accounting Division? Yes ☐ No ☐

PLEASE ATTACH ANY ADDITIONAL NARRATIVE OR REMARKS

This is a Category 3 project of Major-nonsignificant environmental impact under Oregon's Action Plan.

The project is proposed by the City of Albany as an Urban System project in cooperation with the State Highway Division.

Action Plan procedures will be followed in regard to Hearings and Right-of-Way.



PROPOSED F. A. URBAN SYSTEM PROJECT

WILLAMETTE
RIVER
OREGON
SOUTHERN
PACIFIC
Waverly Lake
LINN COUNTY FAIRGROUNDS
ALBANY MUNICIPAL AIRPORT
Log Pond
2955
FAU
N
ALBANY

- 9264

FE ERA

faus

Form E-30 (Rev. 9-71)

OREGON STATE HIGHWAY DIVISION

AUTHORITY FOR SURVEY

Section Pacific Blvd. - Santiam Hwy. (Albany)

Highway Waverly Drive, FAU 2955

County Linn

Date November 17, 1975

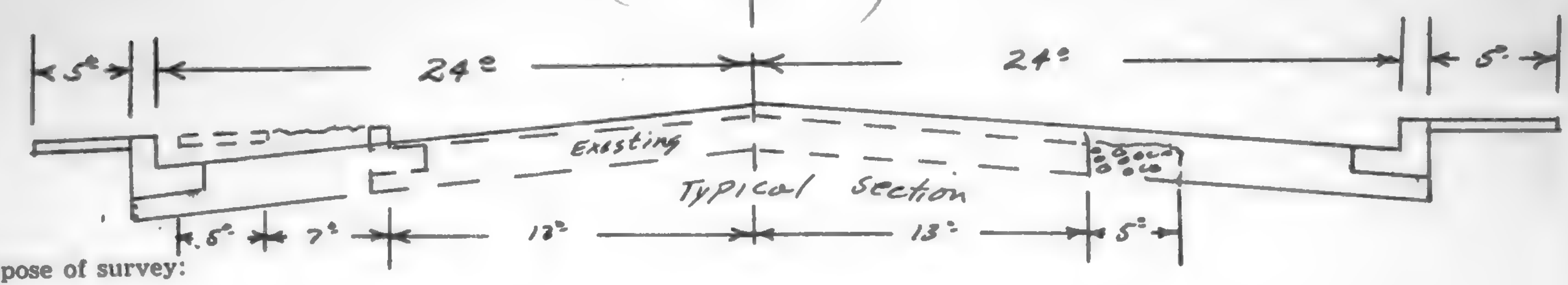
Authorization No. 1

Survey Prefix 322-1944 (Assigned by Salem office)

Description of termini, route, length, etc.:

The northerly terminus of the project is the intersection of Waverly Drive with Pacific Blvd. (Ore. Hwy. No. 16) at its M.P. 0.49. The southerly terminus is the intersection of Waverly Drive with Santiam Hwy. (Ore Hwy. No. 58) at its M.P. 0.88. Total length is 0.36 miles.

(36 c-c ?)



Purpose of survey:

To prepare plans, specifications and cost estimate to grade, pave, and drain project.

Estimate of cost:

Field	901	8,500
Citizen Participation	902	500
Plans	905	1,500
R/W	909	500
Soils	910	1,900
Liaison	913	1,000
Utilities	914	500
Prog. Mgt.	920	200
Specifications	921	900
Environmental	923	1,000
Hearings	980	500

RECEIVED
COUNTY & CITY SECTION
APR 29 1976
☐ ENGR. ☐ COOR. ☑ OE ☐ AE ■ UE
☑ UPE ☒ CE ☐ RE ☐ RPE ☐

M-2955(1)

Total estimated cost of survey . . . . . . $ 17,000

Previous authorization . . . .

Additional authorization requested . . . .

Additional authorization approved (Salem) .

Total all authorizations approved (Salem) . .

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

Requests made by: Keats Oliver

James E. Chaney, Field Engineer

Recommended for Approval:

Regional Engineer

Recommended for Approval: Victor D. Wolfe

Location Engineer

Approved:

Assistant State Highway Engineer

SP*33004-734

OFFICE ENGINEERING SECTION
R. E. APPR. 4-22-76
FAUS STATE

.9264

City
of
Albany

5

November 13, 1975

Mr. Phil Stearns
Region 2 Federal Aid Engineer
Oregon State Highway Division
2960 E. State Street
Salem, OR 97310

Dear Mr. Stearns:

SUBJECT: Federal Aid Urban System Project

The City requests that State forces be used in all phases of engineering in the construction of two of our three urban system projects. The projects are the Periwinkle Creek Bridge improvement and the [redacted] improvement between Pacific Blvd. and the Santiam Hwy.

The City requests to do all phases of engineering on the 3rd project which is the widening and improving of Queen Avenue between Pacific Blvd. and Broadway Street.

Sincerely,

Michael J. Corso

Michael J. Corso
Office Engineer

ka

RECEIVED
COUNTY & CITY SECTION
NOV 1[illegible] 1975
☐ ENGR. ☐ COOR. ☐ OE ☐ AE ■ UE
☑ UPE ☒ CE ☐ RE ☐ RPE ☐

po box 490 albany,oregon 97321

9264

10-29-75

OJECT RIGHT-OF-WAY ACQUISITION NOTIFICATION

The following project has been requested by a local government agency. This project will involve Federal Aid Highway Funds and the acquisition of right-of-way.

Section: Pacific Blvd.-Santiam Hwy.(Albany)
Waverly Drive, FAU 2955

Project Federal Aid Number: M-2955(1)

Applicant: City of Albany

Contact: Harold A. Leedom, DPW

Federal Aid Funds: FAS____ FAUS XX Other____

Date Project Approved by Trans. Comm.: 10-28-75

State to: ___ Review applicant's right-of-way acquisition program, or

X Acquire right-of-way in behalf of applicant, or

___ Not determined (contact applicant)

Remarks: Project requires a 10' x 1230' strip of right-of-way

Richard Unrein
Richard Unrein, Urban Engineer
County-City Unit

10/29/75
Date

cc: Right-of-Way Engineer
Region 2 Engineer
Region 2 Federal Aid Engineer
Region 2 Right-of-Way Supervisor
FHWA Right-of-Way Officer

☐ ENGR. ☐ ASST. ☑ OE ☐ AE ■ UE
☑ UPE ☑ CE ☒ RE ☐ RPE ☐

2/18/75

9264

2

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE October 21, 1975

TO Oregon ~~State Highway~~ Transportation Commission

ORIGINAL SIGNED BY
F. B. KLABOE

FROM F. B. Klaboe
State Highway Engineer

AGENDA
OCT 28 1975
4 A

SUBJECT **Federal Aid Urban System Project Requests**

Presented for your consideration at the October 28 meeting will be eight requests for approval of Urban System projects.

The City of Albany is requesting three projects. One is a $85,000 project to construct a modern structure over Periwinkle Creek on Third Avenue. The other two projects are for widening a 0.06-mile section of Queen Avenue and a 0.35-mile section of Waverly Drive at a cost of $170,000 and $200,000 respectively.

The City of Portland's request is for the development of an exclusive bus lane on S.W. Barbur Boulevard. This request requires a transfer of Urban System funds to Urban Extension funds. Local officials have approved of the transfer.

The development of a truck route totaling $177,000 is being requested by the City of St. Helens.

A $40,000 revision to the existing traffic signal at the intersection of Lancaster Drive and State Street is one of two projects being requested by Marion County. Their other request is for a $1,292,000 project to four-lane a 1.25-mile segment of Silverton Road.

The request from Multnomah County is for a $20,000 traffic signal project at the intersection of S.E. Washington Street and 96th Avenue.

Federal Urban System funds for these projects are estimated at $1,820,500 with the State providing approximately $256,750 in match funds and an equal amount being contributed by the involved local units of governments.

NOTED
[illegible] W. HEAD

These projects have been investigated and are eligible for funding under the Federal Aid Urban System program. I recommend your approval of these projects and request authorization to sign project agreements for and on your behalf.

bc: C. W. Head
G. M. Baldwin
E. S. Hunter
R. L. Schroeder
H. S. Coulter
R. N. Bothman
L. W. Rulien
V. E. Skoog
D. N. Harwell
E. L. Hardt
C. O. Fredrickson
Jack Graham
G. L. Sund

GEZ:scr dpy

CITY OF ALBANY
Proposed Urban System Project

Pacific Boulevard-Santiam Highway (Albany) Section
Waverly Drive, FAU 2955
Grading and Paving
0.35 mile; $200,000

This project entails all the work and costs to widen and improve Waverly Drive to a four-lane curbed street section.

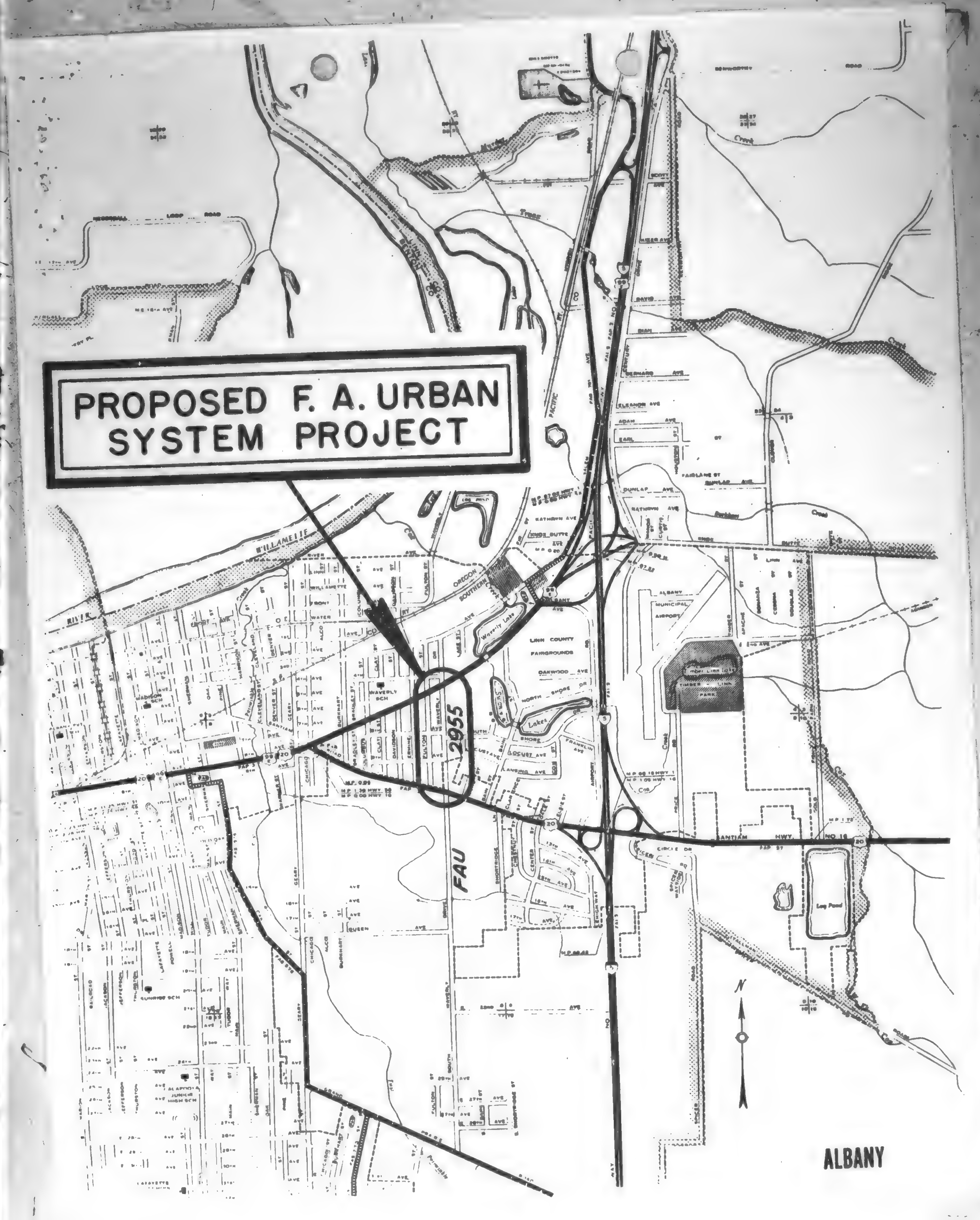
Perform all necessary engineering.

Acquire necessary right-of-way.

Provide 5-foot sidewalks.

Provide necessary storm drains.

75-1
10/15/75


PROPOSED F. A. URBAN SYSTEM PROJECT
2955
FAU
WILLAMETTE
RIVER
SANTIAM HWY
LINN COUNTY FAIRGROUNDS
ALBANY MUNICIPAL AIRPORT
TIMBER - LINN PARK
Waverly Lake
Log Pond
N
ALBANY

9264

FORM 81.734.3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Salem, Oregon
August 8, 1975

FROM: Phillip O. Stearns
REGION FEDERAL AID ENGINEER

SUBJECT: FAUS Project Requests
City of Albany

TO: D. N. Harwell
COUNTY-CITY ENGINEER

Attached are three project requests, with assessments, from the City of Albany.

Project 1) is replacement of Periwinkle Creek Bridge on Salem Avenue. This is second priority on Albany's list. Estimated cost is $84,326.

Project 2) is widening Queen Avenue from Pacific Boulevard to Broadway. This is priority three and estimated cost is $175,584.

Project 3) is widening Waverly Drive from Santiam Highway to Pacific Boulevard. Priority is four with estimated cost of $228,150.

Roadway widths proposed for projects 2) and 3) are 48 feet. This is substandard by 7 feet. I have enclosed a copy of the City's letter which explains the proposal. Permission will have to be obtained from the FHWA for the substandard section.

Total estimated cost of the projects is $488,060. Present allocation for Albany is $285,907. With matching money this would fund $367,000 worth of work. So, it appears Albany is roughly $120,000 short of funds. I don't believe this a problem because of the "phase" method of obligating funds and the time it takes to get projects to construction.

Region Office recommends approval of the projects.

RECEIVED
COUNTY & CITY SECTION
AUG 8 - 1975
☑ ENGR. ☐ COOR. ☑ OE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

POS/elk
Attach.

37-1461

City of Albany

June 17, 1975

Mr. Phil Stearns
Region 2 Federal Aid Engineer
Oregon State Highway Division
Oregon State Highway Building
Salem, Oregon 97310

RE: Request for Federal and Urban System Funds

Dear Mr. Stearns:

The application for funds for two projects are enclosed. They are Queen Avenue from Pacific Blvd. to Broadway Street and Waverly Drive from Santiam Highway to Pacific Blvd.

These projects do not meet the desirable standard width of 55 feet as adopted by the State, but due to the existing conditions on both projects, the Albany City Council recommended that I submit to you these applications for improvement using a width of 48 feet.

On the Waverly Drive project, the 48 foot width will not necessitate the need for additional right-of-way from the property owners near Santiam Highway who already are set too close to the existing roadway, and several large oak trees which are near the right-of-way can be saved.

On the Queen Avenue project, the 48 foot width street can be constructed in the existing right-of-way. The existing sidewalks would not have to be removed. A city sewer pump station which sits just behind the sidewalk would not have to be relocated.

The cost of both projects would be reduced considerably and from a cost ratio benefit seems desirable.

Please reveiw the applications and if any other information is needed we will gladly furnish it upon request. Enclosed are six copies of each application.

Sincerely,

Michael J. Corso

Michael J. Corso
Traffic Engineer

cm
Enclosures

cc: Harold A. Leedom
Director of Public Works

po box 490 albany,oregon 97321

FEDERAL AID URBAN SYSTEM
PRIORITY PROJECTS
ALBANY URBAN AREA

(1) Third & Calapooia Bridge
(2) Salem Avenue - Bridge Replacement
(3) West Queen widening - Pacific west to Calapooia
(4) Waverly - Santiam to Pacific
(5) Water Avenue Improvement - Broadalbin to Geary
(6) Santiam - Main to Pacific
(7) Salem Avenue - Main to East Limits
(8) Main widening - 5th to Water
(9) Geary - Pacific to Front
(10) 9th Realignment - Geary to Santiam
(11) North Albany Road - U. S. 20 to Tracks
(12) Springhill - U. S. 20 to Tracks
(13) Signals Downtown @ 8th
(14) Columbus - Southern Pacific to 39th
(15) Master Traffic Control System
(16) Hill Widening - 34th to Pacific
(17) Waverly - Pacific to Salem
(18) Grand Prairie - Waverly to I-5 & Bridge
(19) Broadway Improvement - Queen to 7th
(20) 7th Improvement - Broadway to Umatilla

9264

REGION 2 ENGINEER
RECEIVED
AUG 7 1975
☐ RE ☐ RCE ☐ HME ☐ RTE ☐ ROE
☐ ULE ☐ GEO ☐ RSO ☐ ROC ☐ RFE

FEDERAL AID URBAN SYSTEM PROJECT REQUEST

NOTE: This form is intended to collect general information for proposed projects so that the State and Federal Highway Administration will have a better understanding of the requested project. Please use the footnote area to answer any ambiguous questions or to explain any unusual conditions.

Date August 1, 1975
Applicant Agency City of Albany, Oregon
Federal Aid System Route No. ________ Route Name ________
Project Name Waverly Drive, Santiam Hwy. to Pacific Blvd.
Project Length ________ Project Location (Attached sketch map)
Project Description Construct a 48' street with no parking

Average Daily Traffic 4,000 Design Speed 25 mph

Complete Applicable Sections:

I. ROADWAY DATA

1. Existing Roadway: (Attach sketch)

Width 26' Travel Lanes 10' Shoulders ________
Medians None Parking on both sides
Sidewalks on west side
Other curb and gutter on west side

2. Desired Roadway Cross Section: (Attach sketch)

Width 48' Travel Lanes 12' Shoulders ________
Medians None Parking None
Curbed & gutter on both sides Length Curb Radii 20'
Sidewalk/Bikeway ________
Other ________

FOOTNOTES: ________

Description of Proposed Roadway Work Existing 26' oil mat with curb on west side to be removed and replaced with a 48' std. street section with required storm drains.

II. RIGHT-OF-WAY DATA

1. Existing Right-of-Way:

General Width 60' Minimum 50' Maximum 60'

2. Will Additional Right-of-Way Be Needed? Yes Explain '10' on west side is needed from 9th Street to Santiam Hwy. about 550'.

3. Will cost of additional right-of-way be included in project or will applicant acquire without cost to project? Yes

4. Will applicant acquire right-of-way and have State review negotiations?
Yes____ No____

5. Should State negotiate and acquire right-of-way in behalf of applicant?
Yes

6. Should State prepare options? Yes X No____

7. Is a public hearing necessary? Yes
(NOTE: If additional right-of-way is needed, or the improvement would have an adverse effect upon abutting real property, or if the layout or function of the facility or connecting streets or roads would be changed, an opportunity for a hearing must be afforded.)

8. Will there be any persons displaced from their homes, farms or business?
No If so, explain____
(NOTE: No property owner shall be required to move from his home, farm, or business without at least 90 days' written notice prior to the intended vacation date.)

9. Will this project affect any park or recreation facility? No
If so, explain____

III. TRAFFIC CONTROL DATA

1. Existing Signalization: Santiam and Waverly
5 Phase Traffic Signal on mast arms.

2. Proposed Signalization:

Location Pacific & Waverly

Type Traffic Signal
Phases 8 Phase
Type of Suspension Mast arms

Interconnected
Other

FOOTNOTES:

3. Permanent Signing:

Include in project or by applicant? In project

4. Permanent Striping:

Include in project or by applicant? By applicant

IV. ILLUMINATION DATA

1. Present Illumination and Location: One light at each intersection plus one between Pacific Blvd. and South Shore Drive. 7000 Lumens Mercury Vapor

2. Proposed Illumination:

Location No change
Type

V. STRUCTURE DATA

1. Existing Structure:

Location No change
Type

Size
To Remain in Place?

2. Proposed Structure:

Location No change

Is a particular type of structure and design desired?

Approximate size of proposed structure

Are sidewalk/bikeways desired?

Are any utilities to be attached to structure?

FOOTNOTES:

Are provisions for illumination desired?

Are there any unusual or complicating conditions?

VI. RAILROAD DATA

1. Are there any railroad crossings? Location

Type of existing crossing
Existing crossing protection

Name of Railroad
Number of tracks: Mainline Siding Total
Angle of Intersection
Sight distance: (Direction) Distance
(Direction) Distance
Number of Trains: Passenger Speed
Freight Speed

2. Will existing railroad crossing be altered?

VII. GENERAL INFORMATION

1. Other work or conditions not covered by preceding sections

2. Applicant's Estimate of Cost for Requested Project:

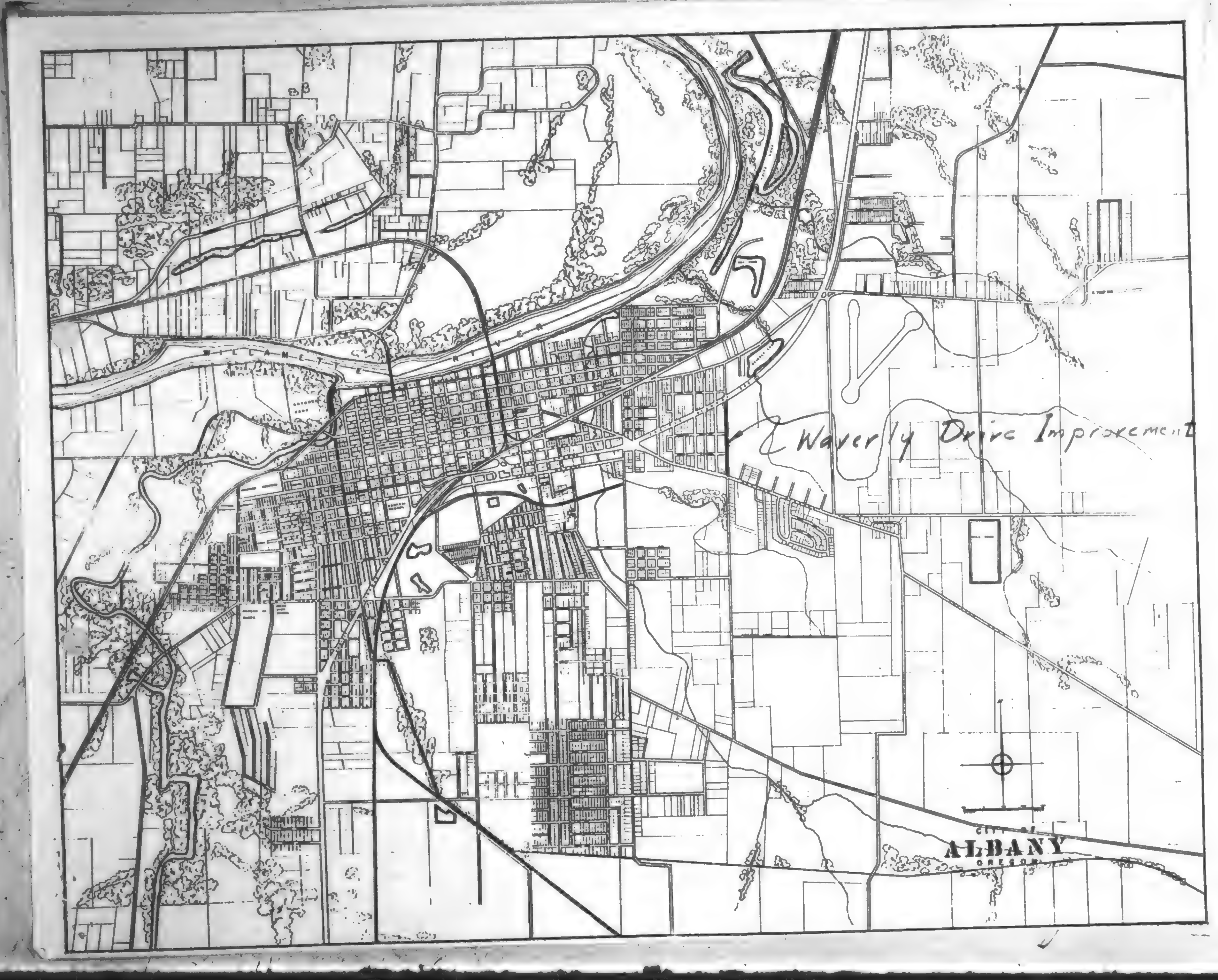
Road Work	$ 120,434.00
Right-of-Way Costs (If participating)	21,000.00
Traffic Control	30,000.00
Illumination	0.00
Structures	0.00
Railroad	0.00
Other Drainage	38,702.00
Preliminary Engineering	18,014.00
PROJECT TOTAL	$ 228,150.00 - 30 = 198,150.00

FOOTNOTES: Although the cost of a signal is included in the estimate, it is desirable to the City for this cost to be funded by other sources.

THIS APPLICATION IS AN OFFICIAL REQUEST FROM:

City of ALBANY
By
By

County
By
By
By


WILLAMETTE RIVER
Waverly Drive Improvement
CITY OF
ALBANY
OREGON

9264

Oregon State Highway Division

PROJECT ENVIRONMENTAL ASSESSMENT

Date August 1, 1975

A. PROJECT IDENTIFICATION

Name of Project Waverly Drive, Santiam Hwy. to Pacific Blvd.
(Section)

Location of Project Waverly Drive
(Highway Name) (Highway No., US - ORE)

Albany	Linn	
(City)	(County)	(Region)

Program Federal Aid Urban Systems	$228,150	
(Funding)	(Estimated Cost)	(Prefix)

B. PURPOSE AND ORIGIN OF PROJECT

Purpose: To improve traffic flow and improve safety conditions.

Origin and History: This was originally a narrow County Road but has since come into the City and become heavily used. The project is on FAU priority list approved by the City Council.

C. DESCRIPTION OF PROJECT

Length 1850'

Termini Santiam Hwy. to Pacific Blvd.

Alignment ☐ New ☐ Existing ☒ Combined Part of street will have to be moved over for more right-of-way.

(Form (1) 9-74)

Description of Project (cont.)

Right-of-Way (acreage and type of land use) 60' right-of-way

Typical Section 48-foot street section 4 - 12' travel lanes

Structures Asphalt street with concrete curb and gutters on both sides

Characteristics (ADT) 5000

Other General Information (or Supplemental information to items)

This street is the major North-South arterial and is used by all types of vehicles from large commercial trucks to passenger cars.

Project Sketch Map is Attached: ☒ Yes ☐ No

D. LOCATION AND/OR DESIGN ALTERNATIVES (IDENTIFY AND DESCRIBE)

E. PUBLIC PARTICIPATION AND INTERAGENCY COORDINATION

Public Hearing(s) Schedule: ☐ Not Required ☒ Required ☐ Recommended

Type ______ Tentative Date(s) ______

A-95 Review: ☐ Not Required ☒ Required

F. BRIEF ENVIRONMENTAL SETTING OF PROJECT AREA

Natural (Topography, Flora, Soils, Water Features, Drainage, etc.)

This is an existing residential area with some large oak trees along shoulders which would be saved with additional right-of-way by Santiam Hwy. There is a drainage problem now which will be corrected with this project.

Cultural (Land Use, Noise, Air Esthetics, Utilities, etc.)

This is a busy street now with poor traffic control and poor road conditions. This project is intended to improve traffic flow with less congestion.

G. PRELIMINARY ASSESSMENT OF ENVIRONMENTAL IMPACTS

1. Estimated Right-of-Way Requirements:

We need about 10 feet more width for a length of approximately 1230 feet.

Consequences:

This will put some of the houses that are already close to the street even closer.

2. Estimated Changes in Traffic Patterns:

This will increase traffic lanes from two to four lanes.

Consequences:

Move traffic safer.

3. Estimated Changes in Land Use:

Some of the homes will have smaller lawns.

Consequences:

4. Expected Adverse Effects on Natural Ecological Resources:

None

Consequences:

5. Expected Adverse Effects on Cultural and Scenic Resources:

There may be some bushes and trees which will have to be removed.

Consequences:

Area may not have as much foliage.

6. Preliminary Identification of Areas of Critical Environmental Concern:

Removal of existing trees.

7. Potential for Controversial Issues:

Possibility of more traffic with higher speeds.

H. STAFF REQUIREMENTS TO COMPLETE ENVIRONMENTAL IMPACT STUDIES AND DOCUMENTATION

ENVIRONMENTAL SECTION -

Personnel	EFFORT REQUIRED*		
	Minimum	Average	Maximum
Biologist	X		
Urban Economist		X	
Water Quality Spec.	X		
Acoustical Engineer		X	
Air Quality Engineer	X		
Cultural Geographer	X		
Urban Planner		X	
Geologist	X		

* For the sake of clarification and mutual understanding the terms minimum, average, and maximum effort have been defined as follows:

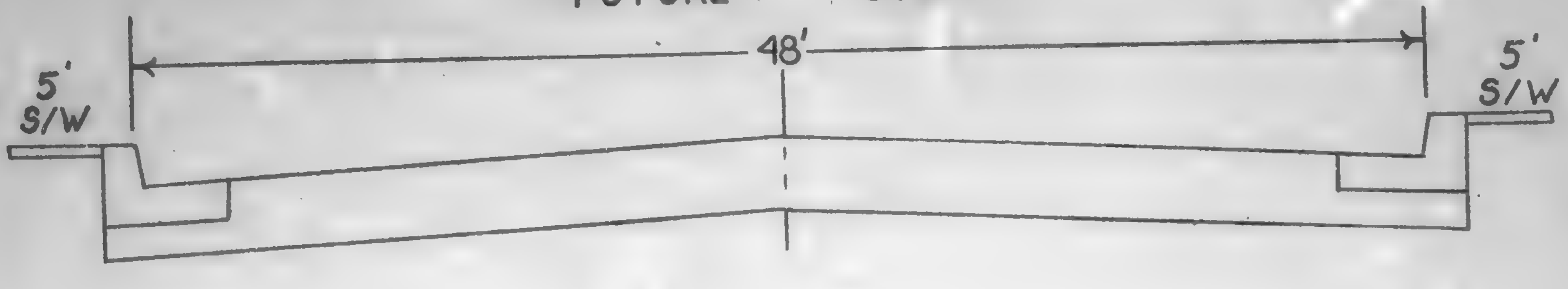
MINIMUM - Research and Project Management Staff consultation. No formal typewritten report.
AVERAGE - Routine analysis. Short to medium length report including consideration of existing setting, probable impact, and steps to minimize harm.
MAXIMUM - Special detail of analysis. Comprehensive technical report.

I. TYPE OF DOCUMENTATION RECOMMENDED:

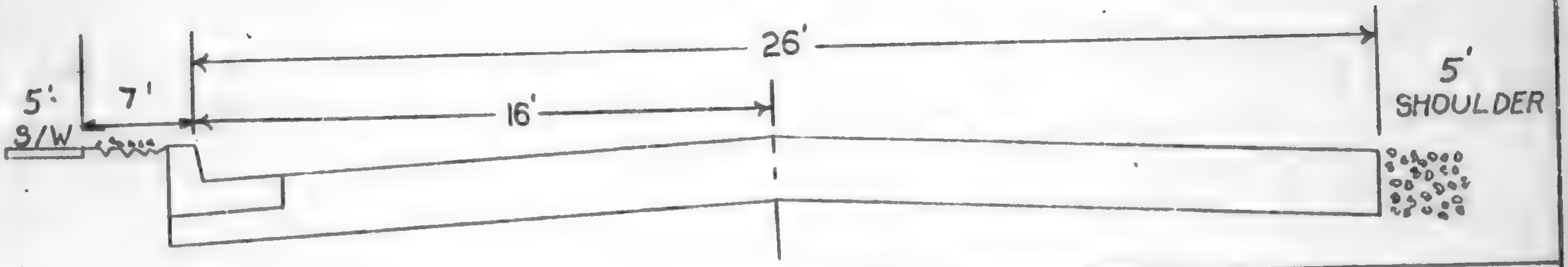
☐ Draft EIS
☐ Final EIS
☐ Supplemental Draft EIS
☐ Supplemental Final EIS

☐ Section 4(f)
☒ Negative Declaration
☐ State-Wide Negative Declaration
☐ Other ____________________

FUTURE STREET



EXISTING STREET


26'
5'
S/W
7'
16'
5'
SHOULDER

Typical Section
Waverly Drive Improvement
Waverly Drive, Santiam Hwy. to Pacific Blvd.

No Scale

•1981 Central Oregon Hwy. @ 9265
•Succor Ck. Hwy. Sec. in Nyssa.
•(Grad., pav. & signing & traffic sig.)

9262

ell

OSHD (Coulte

U.S. DEPARTMENT OF TRANSPORTATION
FEDE HIGHWAY ADMINISTRATION

FINAL ACCEPTANCE REPORT

REGION NO. 10	REPORT NO. 2	COUNTY Malheur	DIVISION Oregon
DATE OF REPORT 12/7/83	REPORT MADE BY 12-7-83 David B. Carter, Area Engineer		PROJECT NO. F-21-5(8)
COMPLETION DATE 10/5/81	ACCEPTANCE DATE BY CONTRACT AGENCY 12/7/82	TIME ELAPSED 120 %	CONTRACT TIME 200 C.D.
APPROVED EXTENSIONS NONE	LOCATION Intersection of Centeral Oregon Highway and Succor Creek Highway in the City of Nyssa, Malheur County, Oregon		

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.

*A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

RECEIVED
STATE HWY ENGR
DEC 9 '83
REFER TO Keasey
FOR
Info | Invest | R/U | D/R | Sign | Act | File

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

CENTRAL OREGON HWY @ SUCCOR CREEK HWY (NYSSA) SECTION
CENTRAL OREGON HIGHWAY
Grading, Paving, Signing & Traffic Signals cy

This project provided for the upgrading of the existing traffic signals along with intersection geometric improvements at this location.

The contract overran the contract time by 4 calendar days, and so, 4 days of liquidated damages were assessed the contractor ($110 per day for 4 days, or $440).

The final cost of the original contract items was $90,752.87 or a 5.96 percent underrun of the contract bid amount of $96,164.35. The final cost of the completed project including all changes and engineering was $122,188.74.

All participating work has been completed.

A final inspection (FHWA) of the completed work was made on 11/19/81.

Price Ageement No. 3 provided for a reduction in bid item No. 26, Traffic Signal Installation Complete, to reflect the deletion of the Fire Pre-emption System from the project work. The

-con't-

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE Original Signed by D. B. Carter Area Eng David B. Carter		SIGNATURE Original Signed By G. K. HOSSNER Field Operations Engineer Glenn K. Hossner	
TITLE Area Engineer	DATE 11/8/83	TITLE Field Operations Engineer	DATE 11/8/83

FORM FHWA-1446 B (12-73) FORMERLY PR-33E

Previous Editions of PR-33E Will Not Be Used.

Special Provisions for the project included a section on the fire pre-emption system; however, it was not the intent of this project to include such a system. The system was deleted from the project as noted above. The contractor claimed that he had not included a fire pre-empt system in his bid price. A view of the available information regarding this matter substantiated the contractor's contention. The State's letter of 4/29/82 authorized the return of the amount previously deleted under Price Agreement No. 3.

9265

STATE COPY B

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	State Oregon
MONTHLY TRANSACTION NUMBER 1-166		County Malheur
PROJECT REPORT NUMBER	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	Project Number F-21-5(8)
MODIFICATION NUMBER 2	1-19-83	

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on March 24, 19 81, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 114,706.00	$ 119,125.00
Federal funds	$ 101,147.00	$ 105,043.00
Other revisions		

This modification is made for the following reasons: to include increase in construction costs & construction engineering costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 19th day of January, 19 83.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By D E Swan

Acting Program Section Manager
(Title)

XXXBy For: H.S. Coulter, P.E.

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)
For: Dale E. Wilken

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

Gen File

Oregon State Highway Division
Salem, Oregon January 13, 1983

Federal-Aid Project
No. F-21-5(8)

Central Oregon Hwy. @ Succor Cr. Hwy. (Nyssa)
Central Oregon Highway
Malheur County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code Y008
Channelization (Sta. 40+47 to Sta. 42+47)

Subtotal of previous estimate of May 13, 1982	$ 55,198.55

Previous Estimate

Flagman	20 Hr.	20.00	$ 400.00
Concrete Driveways	25 Sq. Yd.	15.00	375.00
Concrete Curbs	550 Lin. Ft.	4.78	2,629.00
			$ 3,404.00

Revised Estimate

Flagman	84 Hr.	20.00	$ 1,680.00
Concrete Driveways	71 Sq. Yd.	15.00	1,065.00
Concrete Curbs	663 Lin. Ft.	4.78	3,169.00
Chain Link Fence (P.A. #2)		All Required	744.00
			$ 6,658.00
		Increase	$ 3,254.00
		SUBTOTAL	58,452.55
		Engineering	8,767.45
		TOTAL	$ 67,220.00

Type Code Y031
Signals (Sta. 41+47)

Subtotal of previous estimate of March 18, 1981	$ 45,135.00
SUBTOTAL	$ 45,135.00
Engineering	5,770.00
Engineering (Sig. Control Testing)	1,000.00
TOTAL	$ 51,905.00

Length of Project --------------- 0.0 mi.

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Channelization	$ 67,220.00	$ 59,274.00	$ 7,946.00
Signals	51,905.00	45,769.00	6,136.00
TOTAL	$119,125.00	$105,043.00	$14,082.00

Group 1 90% Group 8 10%
Contract No. 9265
Prefix: 23-1487
Prefix: 23-1076

9265. L.

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NUMBER 5-117	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	State Oregon
PROJECT REPORT NUMBER	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County Malhuer
MODIFICATION NUMBER 1	5-17-82	Project Number F-21-5(8)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on March 24, 19 81, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 111,984.00	$ 114,706.00
Federal funds	$ 98,748.00	$ 101,147.00
Other revisions		

This modification is made for the following reasons: to include increase in construction costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 17th day of May, 19 82.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By DHMoch

Program Management Engineer
(Title)

XXX For: H.S. Coulter, P.E.

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)
For: Dale E. Wilken

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

Gen. File

Oregon State Highway Division
Salem, Oregon May 13, 1982

Federal-Aid Project
No. F-21-5(8)

Central Oregon Hwy. at Succor Cr. Hwy. (Nyssa)
Central Oregon Highway
Malhuer County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code Y008
Channelization (Sta. 40+47 to Sta. 42+47)

Subtotal of previous estimate March 18, 1981 $ 53,529.35

Previous Estimate

Trench Excavation	5	Cu. Yd.	120.00	$ 600.00

Revised Estimate

Trench Excavation	18.91	Cu. Yd.	120.00	2,269.20

Increase	$ 1,669.20
SUBTOTAL	$ 55,198.55
Engineering	8,279.45
TOTAL	$ 63,478.00

Type Code Y031
Signals (Sta. 41+47)

Total the same as previous estimate of March 18, 1982 $ 51,228.00

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Channelization	$ 63,478.00	$ 55,974.00	$ 7,504.00
Signals	51,228.00	45,173.00	6,055.00
TOTAL	$114,706.00	$101,147.00	$13,559.00

Group 1 90% Group 8 10%
Contract No. 9265
Prefix: 23-1487
Prefix: 23-1076

STATE COPY

9265

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	STATE OREGON
4-9		COUNTY MALHEUR
	FEDERAL-AID PROJECT AGREEMENT 3/24/81	PROJECT NO. F-21-5(8)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

US 20, & 26 at Jct. SR 201 (Nyssa)

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH (Miles)
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	2-4-81	0.00
OTHER (Specify)		

FUNDS PRO RATA 88.18%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 111,984.00	$ 98,748.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)
By
Asst. State Highway Engineer
(Title)
XX For: H.S. Coulter
State Highway Engineer
(Title)
By
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
By
(Division Administrator)
FOR: E.J. VALACH (ACTING)
Date executed by Division Administrator MAR 24 1981

FORM PR-2 (REV. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

File

Oregon State Highway Division
Salem, Oregon March 18, 1981

Federal Aid Project
No. F-21-5(8)

Central Oregon Hwy. at Succor Cr. Hwy. (Nyssa)
Central Oregon Highway
Malheur County

PROJECT AGREEMENT ESTIMATE

Type Code Y008
Channelization (Sta. 40+47 to Sta. 42+47)

Mobilization	50 %	All Required	$ 4,735.00
Temporary Protection and Direction of Traffic	50 %	All Required	900.00
Temporary Signs	215 Sq. Ft.	4.00	860.00
Temporary Barricades	12 Each	50.00	600.00
Flagmen	20 Hour	20.00	400.00
Clearing and Grubbing		All Required	2,500.00
Removal of Structures and Obstructions		All Required	2,350.00
General Excavation		All Required	2,375.00
Trench Excavation	5 Cu. Yd.	120.00	600.00
1"-0 Aggregate Base	550 Ton	10.65	5,857.50
Class "B" Asphalt Concrete	470 Ton	32.00	15,040.00
12-inch Sewer Pipe	102 Lin. Ft.	9.42	960.84
Concrete Inlets, Type G-1	3 Each	366.67	1,100.01
Concrete Walks	300 Sq. Yd.	12.08	3,624.00
Concrete Driveways	25 Sq. Yd.	15.00	375.00
Concrete Curbs	550 Lin. Ft.	4.78	2,629.00
Extra For Asphalt Approaches	1 Each	175.00	175.00
Removal of Existing Sign Installations		All Required	200.00
Wood Sign Posts		All Required	1,400.00
Modified Single Sign Supports		All Required	1,600.00
Type "C" and "D" Signs in Place	26 Sq. Ft.	6.50	169.00
Type "EE" Signs in Place	13 Sq. Ft.	6.50	84.50
Type "H" and "I" Signs in Place	33 Sq. Ft.	6.50	214.50
Type "T" Signs in Place	20 Sq. Ft.	6.50	130.00
Move and Reinstall Existing Signs		All Required	2,650.00
			$ 51,529.35

Anticipated Items Permanent Pavement Striping	All Required	$ 2,000.00
	SUBTOTAL	$ 53,529.35
	Engineering	7,226.65
	TOTAL	$ 60,756.00

Type Code Y031
Signals (Sta. 41+47)

Mobilization	50 %	All Required	$ 4,735.00
Temporary Protection and Direction of Traffic	50 %	All Required	900.00
Traffic Signal Installation, Complete		All Required	39,000.00
			$ 44,635.00

Anticipated Items State Furnished Software	All Required	$ 500.00
	SUBTOTAL	$ 45,135.00
	Engineering	5,093.00
	Engineering (Signal Controller Testing)	1,000.00
	TOTAL	$ 51,228.00

Length of Project --------- 0.00 mi.

Work Retained in Program Status
(not included in amounts below)

Permanent Signing	All Required	$ 3,000.00

SUMMARY OF FUNDS (88.18%)

Description	Total Cost	Federal Funds	State Funds
Channelization	$ 60,756.00	$ 53,575.00	$ 7,181.00
Signals	51,228.00	45,173.00	6,055.00
TOTAL	$111,984.00	$ 98,748.00	$ 13,236.00

Group 1 90%; Group 8 10%
Contract No. 9265
Prefix 23-1487
Prefix 23-1076

9265 1-3-83 file B

REPORT OF ACTION UNDER DELEGATED AUTHORITY BY ASSISTANT STATE HIGHWAY ENGINEER

On behalf of the Commission and under delegated authority, the following contracts were accepted as being completed according to specifications:

Contractor and Contract No.	Section and County	Acceptance Date
Cascade Const. Co., Inc. No. 9308	W. Fork Dairy Cr.-Tillamook Jct. Washington County	December 3, 1982
Nelson-Deppe, Inc. No. 9302	Austin Jct. Project Grant County	December 3, 1982
Ontario Asphalt Paving Co. No. 9265	Central Ore. Hwy. @ Succor Cr. Hwy. (Nyssa) Malheur County	December 7, 1982
Ajax Elec. Co., Inc. No. 9409	Pac. Hwy. W. @ SW 78th Ave. (Tigard) Washington County	December 7, 1982
Eucon Corp. of Idaho No. 9434	Juniper Canyon Rd.-Lexington/Echo Hwy. Morrow County	December 8, 1982
Hamilton Electric, Inc. No. 9336	Center St. @ Lancaster Dr. (Salem) & Lancaster Dr. @ Market St. (Salem) Marion County	December 8, 1982
Bracelin-Yeager Excavating No. 9261	Powers Wayside Coos County	December 8, 1982
JAL Construction, Inc. No. 9479	Ochoco Cr.-Barnes Butte Rd. Crook County	December 10, 1982
Suomi Enterprises, Inc. No. 9425	Baldock Safety Rest Area Clackamas County	December 17, 1982
Select Contractors, Inc. No. 94 73	Region 3 (6 cities Pavement Marking Project) Douglas & Jackson Counties	December 17, 1982
Howard Logsdon Logging No. 9478	Ukiah Rock Production Umatilla County	December 17, 1982

Contractor and Contract No.	Section and County	Acceptance Date
R.J. Taggard Const., Inc. No. 9471	Canyonville Rock Production Douglas County	December 17, 1982
Kniestadt & Sons No. 9433	Blackhorse Cr. (Lexington) Br. Morrow County	December 20, 1982
R. A. Hatch Co. No. 9355	NE 112th Ave.-NE 148th Ave. Multnomah County	December 20, 1982
Swanston Equipment Co. No. 9426	Col. Co. Pavement Marking #2 Columbia County	December 22, 1982
Angell Asphalt & Aggregate, Inc. No. 9370	Reedsport-Dean Creek Douglas County	December 22, 1982
Select Contractors, Inc. No. 9428	Marion Co. Pavement Marking #2 Marion County	December 22, 1982
Eugene Sand & Gravel,Inc. No. 9475	Poterf Cr.-Poodle Cr. Lane County	December 22, 1982
Bayview Transit Mix,Inc. No. 9494	19th St.-Astor Column (Astoria) Clatsop County	December 23, 1982
Morse Bros., Inc. No. 9411	SPRR X'ing.-Lebanon Ditch Linn County	December 23, 1982
H2O Blasters, Inc./H2O Contractors, Inc. No. 9463	Willamette River (Oregon City Arch) Bridge Clackamas County	December 28, 1982
A & R Const., Inc. dba Laco Const. Co. No. 9398	Willow Creek Bridges Malheur County	December 28, 1982
Hyland Bros. Const., Inc. No. 9417	Springfield Downtown Transit Station Lane County	December 29, 1982
Hamilton Electric, Inc. No. 9129	Division St. NE-Trade St. SE (Salem) Marion County	December 29, 1982
Halcyon Painting No. 9496	SPRR O'Xing (Albany) Linn County	December 29, 1982

Contractor and Contract No.	Section and County	Acceptance Date
Douglas S. Coats, Inc. No. 9325	NW 2nd St.-Old Oregon Trail Hwy. Malheur County	December 30, 1982
Sims Electric, Inc. No. 9408	E. 1st St. @ E. Revere St. (Bend) Deschutes County	December 30, 1982

January 3, 1983

W. E. Schwartz, P.E.
Asst. State Highway Engineer

9265

B

December 13, 1982

United Pacific Insurance Co.
Bond Department
33405 8th Ave. So. C-3000
Federal Way, WA 98003

CON 5
#9265

Gentlemen or Ladies:

On December 10, 1982, we wrote to you concerning release of final payment on Contract No. 9265 awarded to Ontario Asphalt Paving Co. for work on Central Oregon Highway at Succor Creek Highway in Nyssa, Malheur County.

Final payment on this contract is $4,634.81 and the total contract amount is $92,696.20. No work was performed under force account.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

js
cc: Ontario Asphalt Paving Co.
P. O. Box 768
McMinnville, OR 97128

bc: C. T. Keasey
Walt Hart
Robert D. Hector

9265₂

VICTOR ATIYEH
GOVERNOR

Department of Transportation
STATE HIGHWAY DIVISION

IN REPLY REFER TO
FILE NO.:

June 8, 1982

CON 5 #9265

Ontario Asphalt Paving Co.
dba Ontario Asphalt & Concrete
P.O. Box 457
Ontario, OR 97914

RE: Request for Adjustment of
Contract Time
Central Oregon Highway &
Succor Cr. Highway
Contract No. 9265

Gentlemen:

Your request for additional contract time in which to complete the above project has been reviewed and is denied as not being based on a valid reason. Not only was the work not delayed but also there is no contract provision which requires the State to issue suspensions of work during holiday weekends.

Sincerely,

C. T. Keasey, P.E., P.L.S.
Construction Engineer

by O. B. Jackmond
O. B. Jackmond, P.E., P.L.S.
Contract Administration Engineer

CTK:cb

bc: W. E. Schwartz ✓ (att. 2 ltrs.)
R. D. Hector " 1 "
P. F. Burnett " 1 "

NOTED
W. E. SCHWARTZ

RECEIVED
STATE HWY ENGR
JUN 8 '82
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

Form 734-3123

STATE OF OREGON

INTEROFFICE MEMO

TO: C. T. Keasey
Construction Engineer

DATE: June 4, 1982

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SCS
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RECEIVED
JUN 7 1982
CONSTRUCTION SECTION

OM
CA
LS
TC
FE
CP

SUBJECT: Request for adjustment of contract time
Central Oregon Hwy. @ Succor Cr. Hwy.
Malheur County
Contract 9265

Enclosed is "Contractor's Request for Adjustment of Contract Time" for the subject contract.

This office does not agree that this request is justified and recommend that it be denied.

William Anhorn
by Shirley Heath

William Anhorn
Region Maintenance Engineer

WGA/lm

6-7-82

CTK
This request should be rejected as not a valid reason for time extension. Third Notice issued 2-8-82 and recinded 3-8-82 due to payroll deficiencies. We are holding \$4,634$^{\underline{81}}$ in cash retainage pending resolution of payroll problems.

STATE OF OREGON INTEROFFICE MEMO

☐ RE ☐ PCE ☐ RME ☐ ROE
☐ RFA MAY 25 1982 ☐
RECEIVED
REGION 5 OFFICE

R. D. Hector
Region Engineer

DATE: May 21, 1982

FROM: P. F. Burnett
Project Manager

SUBJECT: Central Oregon Highway @ Succor Creek Highway (Nyssa)
Contract 9265
Malheur County

Enclosed, please find "Contractors Request for Adjustment of Contract" requesting time extension on subject project of seven (7) days.

This project was just recently finalled out (pay voucher dated 05-04-82). Contract time had overrun 4 days. Project was completed 10-05-81.

Essentially, what the contractor is asking for, are the days that normally shut down orders are made up for, i.e. the Fourth of July and Labor Day Weekend. On this project, the contractor was not working either of these weekends. However, if they had been working, we would have undoubtedly issued stop work orders due to the conflict with traffic.

We are probably at fault for not issuing shut down orders for these two weekends; therefore, I would recommend approval of this time extension request.

PFB/tla
Enclosure

265

4.

VICTOR ATIYEH
GOVERNOR

Department of Transportation
STATE HIGHWAY DIVISION

IN REPLY REFER TO
FILE NO.:

April 29, 1982

CON 5 #9265

J. C. Compton Company
P.O. Box 768
McMinnville, OR 97128

RE: Fire Pre-empt Price Adjustment
Central Ore. Hwy. @ Succor Cr. Hwy.
Contract No. 9265

Gentlemen:

Following our meeting with you and your subcontractor on April 26, we have again given careful consideration to the price adjustment for the fire pre-empt portion of the traffic signal which was not furnished.

Based upon data available to us and upon the statements of your subcontractor, Hertz Electric, we conclude that no money was included in your bid for the fire pre-empt system. This apparently resulted from the somewhat superficial manner in which the traffic signal bid was prepared.

Since the public received the signal installation that was bid upon, as well as intended, and since the competitive bidding process has not been violated, it is deemed appropriate to return the fire pre-empt price adjustment to you.

Sincerely,

C. T. Keasey, P.E., P.L.S.
Construction Engineer

by O. B. Jackmond
O. B. Jackmond, P.E., P.L.S.
Contract Administration Engineer

CTK:OBJ:cb

bc: W. E. Schwartz ✓
Bob Hector
P. F. Burnett
FHWA
Bob Church

NOTED
W. E. SCHWARTZ

RECEIVED
STATE HWY ENGR
APR 30 '82
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

Form 734-3123

7265

7

ROAD DESIGN SECTION 378-6558

DES 16

March 11, 1982

P. F. Burnett
Project Manager, ONTARIO

D. N. Stoudenmeyer
Design Supervisor

Central Oregon Hwy. @
Succor Creek Hwy. (Nyssa) Section
Central Oregon Highway
Malheur County

1 Versteeg ✓
Anderson
Adams
Olson
Sullivan
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RECEIVED
MAR 11 1982
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring Up
Action

This letter acknowledges receipt of your narrative report on the subject project.

We would like to comment on several of the larger overruns that you mention.

Flagging was a very large overrun. This item is normally set up as a joint venture between our Cost Analysis Unit and the Region office.

The trench excavation was not nearly enough and was an error on our part.

The engineering overrun is something which is out of our hands as the percent used to figure the amount is set.

We appreciate receiving these reports as they could be useful to us in future design work.

DNS:rlr

Central Ore. Hwy. &
Succor Cr. Hwy. (Nyssa)
Contract No. 9265

NARRATIVE REPORT

The purpose of this project was to change the intersection of Central Oregon Highway and Succor Creek Highway from a stop sign controlled "Y" intersection to a traffic signal controlled right-angle intersection. This entailed removing an existing island, channelizing traffic with curbs, installing a traffic signal, and overlaying the intersection area.

The contract was awarded to Ontario Asphalt and Concrete on March 3, 1981 with work commencing on April 8, 1981. Work proceeded very slowly, with the contractor only working sporadically. Contractor only worked on the project 86 days out of the 204 days it took to complete the project.

Started excavating island area April 23, 1981 and finished excavation on April 28, 1981. Started placing 1" - 0 base aggregate and finished placing base aggregate and paving island area April 30, 1981.

Work on the drainage began May 6, 1981 with the removal of the old pavement. Trench excavation and sewer pipe installation began May 29, 1981 and was completed June 11, 1981. Inlet construction started June 11, 1981 and was completed June 16, 1981 thus completing the drainage work.

The concrete curb work started June 15, 1981 and all the curb work was finished on July 9, 1981.

Started driveway and sidewalk work on July 13, 1981 and finished the work on August 14, 1981.

Overlaid the project with Class "B" Asphaltic Concrete on August 11, 1981.

Excavation for the signal pole footings started July 15, 1981. The footings were completed July 17, 1981. Traffic Signal work began on August 14, 1981 with the setting of the signal poles. Turned new signal on September 2, 1981. Completed signal work September 3, 1981 with the removal of the old signal installation.

Started permanent signing work September 23, 1981 and completed the signing and the project on October 5, 1981.

Ther were no major problems encountered on this project. The only difficulty was being forced to match the existing roadway. This made it impossible to have a uniform crown section or curb profile. These problems could only have been eliminated by a complete reconstruction of the roadway.

The overall project turned out quite well both in appearance and in quality.

P. F. Burnett
Project Manager

REFERRED TO
Beard 2 Stoudenmeyer
Cole Mann
Eriksen 1 Watson
Hager Dorn Leu
Return Discuss Do File Due
DESIGN ENGINEER

Note overruns
Comment.

1 Versteeg ✓
Anderson
2 Adams
Olson
Sullivan
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RECEIVED
MAR 4 1982
ROAD DESIGN SECTION

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STATEMENT OF OVERRUNS AND UNDERRUNS

Project: Central Ore. Hwy. @ Succor Cr. Hwy. (Nyssa)
Highway: Central Oregon
County: Malheour

Contract No.: 9265
Prefix: 23-1076
F.A.P. No.: F-21-5(8)

Item No.	Item	Unit	Original	Semifinal	±%
	SUMMARY				
	Bid Items	$	96,164.35	90,752.87	-6
	Anticipated Items	$	6,500.00	1,886.56	-71
	Contingencies	$	4,619.90	2,383.33	-48
	Engineering	$	9,239.79	22,000.00	+138
	Liquidated Damages	$		-440.00	
	Adjustments	$		-1,885.25	
	TOTAL	$	116,524.04	114,697.51	-2

All substantial changes were evaluated and only those listed below meaningfully affected the total project cost.

INDIVIDUAL OVERRUNS AND UNDERRUNS

Set up by cost analysis in conjunction with Region

B.I. No. 5 Flagmen Hour 20 84 +320

The original amount of hours were apparently figured for the road work only and not for the traffic signal installation. The signal operation required 70 hours of flagging time for the messenger cable and the loop detector installations.

~~[illegible]~~ yes

B.I. No. 9 Trench Excavation Cu. Yd. 5 13.91 +278

The original quantity wasn't even half the amount needed to place the pipe with no cover.

B.I. No. 11 Class "B" Asphalt Concrete Ton 470 341.15 -27

The original amount apparently called for more patching. The entire patching and overlaying were completed in one day, thus making it difficult to adjust the spread rates to end up with the original quantity.

Res. election to change

B.I. No. 15 Concrete Driveways Sq. Yd. 25 71.3 +185

The only asphalt approach was eliminated and constructed of concrete to match surrounding culture.

B.I. No. 16 Concrete Curb Lin. Ft. 550 663.9 -21

Extended new curb on South Sixth St. to existing old curb. This eliminated an unnecessary driveway that would have been made by our new construction.

B.I. No. 17 Extra for A.C. Approaches Each 1 0 -100

There was only one asphalt driveway set up on the project which was deleted and replaced with a concrete driveway in order to match the surrounding area.

Set % for Engr.

Engineering $ 9,239.79 22,000.00 +138

This overrun was due mainly to the contractors sporadic work schedule. Making it necessary to have an inspector on the project many times, when the contractor was not working, because the contractor said he would be working that day. The engineering would have over-run even if the project would have been completed in a timely manner, because there was not enough money set up for the project. The money set up for engineering would not even cover an inspectors salary yet alone the other charges to the project.

Versteeg
Anderson
Adams
Sullivan
RECEIVED
MAR 4 1982
ROAD DESIGN
Do Not File
Return To
Action

9265 7

STATE OF OREGON
ROAD DESIGN SECTION

INTEROFFICE MEMO
DES 16

TO: Edgar Johnsen, P.E.
Special Studies and Cost Engineer
Construction Branch

DATE: February 17, 1982

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Anderson
/ Adams
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RECEIVED
FEB 18 1982
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring Up __/__/__
Action

W. G. Beard

From: W. G. Beard
Sign Design Supervisor

Subject: Price Agreement No. 6
Central Oregon Highway @ Succor Creek Highway (Nyssa)
Central Oregon Highway
Malheur County
Contract No. 9265

We have reviewed Price Agreement No. 6 and the accompanying documents on the above-named project.

It is our opinion that the computations made by Mike Gardner of Burnett's office are correct for Bid Item 19 except that we do not see the additional labor costs of installing salvaged wood posts for the two signs that were ground mounted rather than signal pole mounted. We agree with the computations for Bid Item 20. We also feel that costs for reinstalling the existing signs, whatever the support, are covered in Bid Item 25.

We therefore feel that, with the exception of labor and equipment allowance for installing salvaged wood posts, Price Agreement No. 6 is just and should be properly processed.

WGB:ja

Attachments

cc P. F. Burnett
D. R. Adams

HIGHWAY DIVISION

WORK OR CHANGE ORDER SUPPORTING DATA

PROJECT NAME (SECTION) Central Oregon Hwy. at Succor Cr. Hwy. (Nyssa)		CONTRACT NO. 9265
HIGHWAY Central Oregon	COUNTY Malheur	PREFIX 23-1076
SUBMITTED BY (~~RESIDENT~~) Proj. Mgr. P. J.	DATE 2-4-82 FOR ☐ REVIEW ☒ APPROVAL	F.A. PROJECT NO. F-21-5(8)
SUBMITTED BY (REGION)	DATE FOR ☐ REVIEW ☐ APPROVAL	TO ACCOMPANY (ORDER TYPE AND NUMBER) Price Agreement # 6

WORK OR CHANGE HAS BEEN DISCUSSED WITH—

BY ☐ RE ☐ RCE ☐ RME ☒ ROE OK ON

BY ☐ RFA ☐ ON

BY ON

BY ON

FEB 08 1982
RECEIVED
REGION 5 OFFICE

WORK OR CHANGE HAS BEEN DISCUSSED AND APPROVAL TO PROCEED OBTAINED FROM—

BY ON

BY ON

BY ON

FEDERAL HIGHWAY TENTATIVE APPROVAL OBTAINED FROM— SUBSTANTIAL CHANGE— ☐ YES; ☒ NO

BY ON

COST ESTIMATE, FORM 734-1877 IS ATTACHED— ☐ YES; ☐ NO; ☒ NOT APPROPRIATE

COSTS HAVE BEEN DISCUSSED WITH (Construction Cost Unit or Technical Services Section)—

BY ON

ORAL APPROVAL OF COSTS OBTAINED FROM (Construction Cost Unit or Technical Services Section)—

Checked Invoice price on signs BY Bruce Walton ON 2-4-82

NET EFFECT OF ORDER ON PROJECT INCREASE DECREASE	PROJECT AUTHORIZATION	ESTIMATE PROJECT COST WITH ORDER	OVERRUN
$ 1,313.25	$ 116,524	$ 112,175	0 %

ADDITIONAL INFORMATION THAT IS NOT INCLUDED ON ORDER (Additional Description; Who Requested; Why Necessary; Why Cost is not a Contractor Responsibility; Parties other than State or FHWA that will Share the Cost; Estimated Starting Date or Date Work Started; Emergency Work Prior to Approval; Estimated Effect on Project Time; Significant Discussions; References to Supporting and/or Attached Documents)—

This order made up to document change in work performed on lump sum items and to purchase excess signs. The City of Nyssa elected to paint curbs for no parking so No Parking signs were not installed. Consequently there was an adjustment in the amount of wood sign posts installed. Three directional signs were to be mounted on traffic poles on Modified Single Sign supports but due to conflict with signal heads and pedistrian signals only one of these signs was pole mounted. The other two were mounted on wood posts. The contractor did not sign this P.A. - they felt that they were entitled to more money. Copy of their letter regarding this along with reply from this office attached . Since it is pretty well spelled out in both standard specifications and special provisions how to handle lump sum adjustments and the purchase of excess material this P.A. can be processed without contractors signature. The new calculation sheets for support of prices not applicable to this type of agreement.

Recommend approval of this order.

the PA is not signed by the contractor but I think that we should process it anyway —

☐ CONTINUED ON ADDITIONAL SHEET(S)

734-1882 (11-81) Submit Original to Construction Branch

VICTOR ATIYEH
GOVERNOR

Department of Transportation
STATE HIGHWAY DIVISION

In Reply Refer to
File No.:

Ontario, Oregon
January 29, 1982

Ontario Asphalt Paving Company
P.O. Box 86
McMinnville, OR 97128

Subject: Central Oregon Hwy. at
Succor Cr. Hwy. (Nyssa)
Contract 9265
Malheur County

Have recieved your letter of 1-26-82 along with attachment from Foress Sign Company regarding disagreement with terms of Price Agreement #6 for subject contract.

This P.A. was made up to adjust amount of wood sign supports and modified sign supports installed. Also to purchase excess signs that were not installed.

Am unable to follow their arithmetic for Item 19: Wood Sign Posts. This item was a lump sum item in the amount of $1,400. This lump sum amount as per Section 642.81 of Special Provisions for this project was predicated on an estimated quantity of 0.4 M-FBM. This figures out to be $3,500.00 per M-FBM. Due to the deletion of 13 No Parking signs and the post mounting of directional signs that were to be mounted on traffic signal poles, the actual amount installed was 0.17 M-FBM. At the rate of $3,500.00/M-FBM this figures out to be $595.00.

I fail to see how Foress Sign Co. feels that they should be paid $3,000.00 for this work, which amount is $1,600.00 more than the total bid amount.

As for the $400.00 they claim for installation cost of directional signs that were post mounted rather than being mounted on traffic signal poles, have the following: For Item 25: Move and Reinstall Existing Signs: the amount of $2,650.00 was paid. Part of this lump sum payment covered those directional signs, and as stated above, posts were included in wood sign posts installed even though the posts used were salvaged from sign installations removed.

For above reasons it appears that Foress Sign Company wants paid for work that was not performed. We feel that the amount in P.A. #6 is fair compensation for work performed and purchase of excess signs.

Sincerely,

P. F. Burnett
Project Manager

cc: W. E. Schwartz, Reg. Engr. w/ENCL
[redacted]

ONTARIO ASPHALT PAVING COMPANY

ASPHALT PAVING CONTRACTOR
7281
Phone (503) 889-~~[illegible]~~
~~[illegible]~~
PO Box 457
ONTARIO, OREGON 97914
Serving the Community Since 1957

January 26, 1982

Mr. P. F. Burnett
802 E Idaho Avenue
Ontario, OR 97914

RE: OSHD 9265
Succor Creek
Request for Increase in Number of Workdays

Dear Mr. Burnett:

Please be advised that we will be making a request for additional workdays on the above referenced project.

After our consent of surety has been received, we will forward to you the necessary papers to complete our request.

Sincerely,

ONTARIO ASPHALT PAVING COMPANY

By Alan Hay
Alan Hay, Sec-Treas.

FAH:sb
PS: Attached is a copy of a letter from Foress Sign Co. to substaniate our request.

NOTED

4S **FORESS SIGN COMPANY**
30255 HIGHWAY 34 • ALBANY, OR. 97321
(503) 928-5858

January 19, 1982

3

J.C. Compton Co.
P.O. Box 786
Mc Minnville, OR 97128

J.C. COMPTON CO.
JAN 20 1982
READ

RE: Central Oregon Hwy.
Price Agreement #6
Contract #9265

Attention: Alan Hay

Dear Sir:

We are unable to accept the terms of Price Agreement #6 as stipulated:

Item #19 is underrun in an amount exceeding twenty five (25%) percent of the estimated quanity due to a design change by city and state officials. This amount should be adjusted to Three Thousand (3M) or seventy five (75%) percent.

Item #20 - Modified sign supports were deleted due to the fact that installing them on existing signal poles was in conflict with existing signal arms wires and traffic clearance. Therefore they were more appropriately installed on separate posts. We wish the inclusion of installation costs at a value of Four Hundred Dollars ($400.00) and No Cents.

We also, at this time, with to request the allowance of our four (4) day time extension because we have had to manufacture and install items changed from the original plan documents.

Sincerely,

Thomas M. Snook
Business Manager

NOTED
[illegible] GARDNER

TMS/srh

Commercial • Construction • Silk Screen Processing • Outdoor Advertising • Personal • Traffic

P- 1128.33
N = 185.25

Price Agreement

APPLYING TO EXTRA WORK AND EXTRA MATERIAL

OREGON STATE HIGHWAY DIVISION

Project Name Central Oregon Hwy. at Succor Cr. Hwy. (Nyssa) **Date** January 6, 1982

Highway Central Oregon **Contract No.** 9265

County Malheur **Prefix** 23-1076

Contractor Ontario Asphalt & Concrete **F. A. Project No.** F-21-5(8)

Address P.O. Box 86, McMinnville, OR 97128 **Price Agreement No.** 6

For the below described extra work or extra material to be performed or furnished under the contract above referred to, the contractor agrees to accept payment at the prices given herein, understanding that, except as herein otherwise provided, the work is to be performed and the material is to be furnished in accordance with the specifications which form a part of the contract and in accordance with the instructions of the engineer.

Work to be done:

Document deletion of Bid Items 19, 21, & 24.
Document payment for Wood Sign Posts and Modified Single Sign Supports.
Document purchase of excess Type T & H Signs.

Locations by station numbers:

Throughout Project.

Names of pay items, estimated quantities and agreed prices:

Document Deletion of Bid Items: B.I. 19-Wood Sign Posts, B.I. 20-Modified Single Sign Supports, adn B.I. 24-Type T Signs.

Document Pay Items:	Wood Sign Posts .17 M-FBM at $3,550/M-FBM	= $595.0
	Modified Single Sign Supports 1 ea. at $533.33 ea.	= 533.3
	Purchase Excess Signs 28.5 Sq. Ft. at $6.50/S.F.	= 185.2

Specifications, basis of measurement and other provisions:

All in accordance with the contract except as modified by this agreement. Measurement of Modified Single Sign Supports to be on per each basis. Per each price shown is the theoretical bid price based on the original contract quantity and lump sum price.

INSTRUCTIONS

After the signature of the contractor has been obtained, submit six copies (including original copy) to the Salem Office. After approval by the Assistant State Highway Engineer, approved copies will be sent to the Contractor, the Regional Engineer, and the Resident Engineer.

This order does not constitute authority for expenditure until approved by the Assistant State Highway Engineer or State Highway Engineer.

Project authorization $ 116,524
Present estimate of project cost, including $ 1,313.25 for work under this order $ 112,175
Expected over-run (amount) $ 4,349
Expected over-run (per cent) 4

Space to right of this line is for use of Salem Office

Submitted by:
F. F. Burnett, Project Manager

Approval Recommended: Division Engineer

Approval Recommended: Construction Engineer or Bridge Engineer

Signed ONTARIO ASPHALT & CONCRETE Contractor

Approved: Deputy State Highway Engineer Assistant State Highway Engineer or Office Engineer

SP*70858-794
Form 734-1160 (Rev. 1-79)

APPROVED
City of Nyssa

9265

L,

FORM 734-3001

FIELD ENGINEER'S WEEKLY REPORT

OREGON STATE HIGHWAY DIVISION

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Central Oregon Hwy. @ Succor Cr. Hwy. (Nyssa)

WEEK ENDING: February 13, 1982

SECTION PREFIX: 023-1076

HIGHWAY: Central Oregon

COUNTY: Malheur

NAME OF JOB:

KIND OF WORK: Grading, Paving, and Signals

FEDERAL AID PROJECT NUMBER: F-21-5(8)

CONTRACTOR: Ontario Asphalt and Concrete

CONTRACT NUMBER: 9265

ESTIMATED COMPLETION DATE:

DATE OF CONTRACT: March 3, 1981

DATE WORK STARTED: April 8, 1981

WORK DAYS USED:

AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0

SPECIFIED WORK DAYS:

SPECIFIED CALENDAR DAYS 200

CALENDAR DAYS USED 204

SPECIFIED COMPLETION DATE:

PERCENT OF TIME ELAPSED: 102

PROJECT AUTHORIZATION: $116,524

EXCLUSIVE OF ENGINEERING: $107,284

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $93,697

ESTIMATED PERCENT: ~~OVERRUN~~ UNDERRUN 13%

ENGINEERING AUTHORIZATION $9,280

ENGINEERING COST TO DATE $22,000

PERCENT OF AUTHORIZATION 237%

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 100

DATE PROJECT WAS COMPLETED: October 5, 1981

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
100	100	100	100	100			

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE		482 ton			341 ton
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					

HOURS PER SHIFT

EQUIPMENT USED DURING THE WEEK:

None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY				
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

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RECEIVED
FEB 16 1982
CONSTRUCTION BRANCH

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GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY 7	No activity all week, project complete.
MONDAY 8	
TUESDAY 9	
WEDNESDAY 10	
THURSDAY 11	
FRIDAY 12	
SATURDAY 13	

REMARKS

Semi-final data submitted to Region office on Tuesday of this week.

This is the final report for this project.

SIGNED Michael J Gardner LOCATION Ontario

Michael J. Gardner, Asst. Proj. Mangr.

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP*F216

9265

C

2

January 7, 1982

Hansen & Rowland, Inc.
P. O. Box 1633
Tacoma, WA 98401

CON 5
#9265

Attention: Toni Lou Smith
Surety Department

Gentlemen or Ladies:

As requested in your letter of December 28, we are attaching a signed acceptance of a rider to the performance bond on Contract No. 9265 changing the name and address to Ontario Asphalt Paving Company, P. O. Box 768, McMinnville, Oregon 97128.

This contract covers work on the Central Oregon Highway at Succor Creek Highway in Nyssa.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

Attachment
[illegible]

cc: Ontario Asphalt Paving Co.
P. O. Box 768
McMinnville, OR 97128

bc: W. E. Schwartz
P. F. Burnett
Jan Peterson - Accounting
O. B. Jackmond
Bob Church
C. T. Keasey
Jack Sollis

Hansen & Rowland Inc. WASHINGTON BUILDING / P.O. BOX 1633 / TACOMA, WASHINGTON 98401 / 627-1161
"Since 1890"

December 28, 1981

Robert Gormsen
Manager, Commission Service Section
Department of Transportation
State Highway Division
121 Transportation Building
Salem, OR 97310

RE Contract 9265 - Central Oregon Highway at Succor Creek Highway (Nyssa)
Ontario Asphalt Paving Co. dba Ontario Asphalt & Concrete Co.
United Pacific Insurance Company Bond #U30 98 75

Dear Mr. Gormsen:

Enclosed is the duly executed Consent of Surety amending the name of the Principal on the above contract documents and Performance Bond to read:

Ontario Asphalt Paving Co.
P. O. Box 768
McMinnville, Oregon 97128

Please sign your acceptance of this rider on the duplicate copy, and return to us in the enclosed envelope.

Sincerely,

Tomi Lou Smith

OK
Jdy
1-6-82

Tomi Lou Smith
Surety Department

CC: Alan Hay
J. C. Compton Company
P. O. Box 768
McMinnville, OR 97128

1-6-82
cc Schwartz, Burnett,
Jan Peterson, Jackmond,
Bob Church, Files, Keasey

Orig. filed with contract.

RECEIVED
DEC 31 1981
COMM [illegible] VICES
DEPARTMENT OF TRANSPORTATION

OFFICES TO SERVE YOU IN: ANCHORAGE, SEATTLE, TACOMA, WENATCHEE VALLEY,
PORTLAND, AND SAN FRANCISCO • WORLD WIDE FACILITIES THRU ASSUREX INTERNATIONAL.
"Insurance with Emphasis!"
A DIVISION OF LABOW, HAYNES COMPANY, INC.

UNITED PACIFIC INSURANCE COMPANY
HOME OFFICE, TACOMA, WASHINGTON

RIDER

To be attached to and form part of Bond Number U30 98 75 executed by ONTARIO ASPHALT PAVING CO., an Oregon Corporation doing business as ONTARIO ASPHALT & CONCRETE CO. as Principal, and UNITED PACIFIC INSURANCE COMPANY, as Surety, in favor of STATE OF OREGON, OREGON TRANSPORTATION COMMISSION, Department of Transportation, Highway Division and dated March 10, 1981.

In consideration of the premium charged for the attached bond, it is hereby agreed that:

IT IS HEREBY UNDERSTOOD AND AGREED THAT THE SAID PRINCIPAL SHALL READ:

ONTARIO ASPHALT PAVING CO.
P. O. Box 768
McMinnville, OR 97128

SAID PRINCIPAL SHALL BE AMENDED ACCORDINGLY WHEREVER APPLICABLE IN THE CONTRACT DOCUMENTS AND PERFORMANCE BOND COVERING CONTRACT 9265, CENTRAL OREGON HIGHWAY AT SUCCOR CREEK HIGHWAY (NYSSA) MALHEUR COUNTY

The attached bond shall be subject to all its agreements, limitations and conditions except as herein expressly modified.

This rider shall become effective as of the 9th day of October, 1981, standard time.

Signed, sealed and dated this 28th day of December, 1981.

ONTARIO ASPHALT PAVING CO.
PRINCIPAL

By SEC

UNITED PACIFIC INSURANCE COMPANY

By
ATTORNEY-IN-FACT
Tomi Lou Smith

ACCEPTED:
Robert Jonsen

By Oregon Dept of Transportation
Commission Services Manager
(TITLE)

BDU-1468 ED. 7-71

9265　　12-29-81　　L.

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. F-21-5(8)
2. STATE PROJECT NO. See below
2A. COUNTY NAME Malheur
3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division
4. PROGRAM NO.
5. ITEM NO. 10094
6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 11/18/81
8. FEDERAL ROUTE NUMBER Primary 21 (Spur)
9. STATE ROUTE NUMBER Primary 7
10. GENERAL LOCATION:
Central Oregon Highway at Succor Creek Highway (Nyssa) Section
11. GENERAL DESCRIPTION OF WORK
Test signal controller for traffic signal installation
12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
☒ CONSTRUCTION PROCEED ON ~~[illegible]~~ FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

I approve the advance authorization date of 11/18/81 as requested in Mr. Keasey's letter of 12/15/81 as being in the public interest for the use of State Forces to proceed with the above work. State Force Order No. 3 is approved for a TEC of $1,000 Federal Funds $882.

RECEIVED
STATE HWY ENGR
JAN 6 '82
REFER TO Moehring
FOR

Info	Inve	R/D	D/R	Sign	Act	File

orig to 1/6

14. DATE 12/29/81
15. SIGNATURE OF APPROVING OFFICIAL G K
16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79)　　PREVIOUS EDITIONS MAY BE USED

9265

files

E1

STATE OF OREGON

INTEROFFICE MEMO

TO: Robert Gormsen
Commission Services

DATE: December 23, 1981

O.B. Jackmond

FROM: O.B. Jackmond
Contract Administration Engineer

SUBJECT: Central Oregon Highway @ Succor Creek Hwy. (Nyssa)
Contract No. 9265

The successful bidder on this contract was Ontario Asphalt Paving Co.. The on-site construction work was completed on October 5, 1981. Subsequently it came to our attention through unofficial channels that Ontario Asphalt and Concrete Co. had been liquidated. A check with the Oregon Corporate Commission disclosed that Ontario Asphalt Paving Co. was no longer dba Ontario Asphalt and Concrete Co.. There are a few items of paperwork necessary before we can process the final estimate for this contract. We have received no official advice from Ontario Asphalt Paving Co., Ontario Asphalt and Concrete Co. or their bonding company, United Pacific Insurance Co.

Our Project Manager, P. F. Burnett, sent the enclosed letter to the bonding company on December 4. We have received no reply. Will you please consult with Chief Counsel Sollis and determine what action is appropriate at this time?

OBJ:cb

encl.
cc. Jack Sollis
W.E. Schwartz
P.F. Burnett

12-28-81
Gormsen talked to Sollis, surety & Jackmond.

Department of Transportation
STATE HIGHWAY DIVISION

1 ASHE K
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DEC 7 1981
CONSTRUCTION
BRANCH

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In Reply Refer to
File No.:

Ontario, Oregon
December 4, 1981

~~United Pacific Insurance Co.~~
~~700 NE Multnomah, Suite 600~~
~~Portland, OR 97232~~

Subject: Central Oregon Highway at
Succor Creek Highway (Nyssa)
Malheur County
Contract 9265

Gentlemen:

The subject contract was awarded to Ontario Asphalt and Concrete Co. of Ontario, OR in March of this year. Writing to your firm at this time since you were listed as surety on performance bond for this project.

This project was completed October 5, 1981. Since that date the contracting firm, Ontario Asphalt and Concrete Co. has been liquidated.

There are a number of items that are needed to final out this project, such as materials certifications, payrolls, supporting invoices for surplus materials, etc.

Please advise your recommendation for acquiring data listed in above paragraph since Ontario Asphalt and Concrete, contracting agency for this project, no longer exists.

Sincerely,

P. F. Burnett

P. F. Burnett
Resident Engineer

cc: W. F. Schwartz, Reg. Engr.
C. T. Keasey, Const. Engr. ✓

12 7-81
Copy to: Bob Gormsen
Sent
FR

Form 734-3122

9265

2.

STATE OF OREGON
HIGHWAY DIVISION

INTEROFFICE MEMO

TO: FILE

DATE: February 23, 1981

H. S. Coulter

FROM: H. S. Coulter
State Highway Engineer

SUBJECT: Footpaths and Bicycle Trails
February 26, 1981 Bid Letting

This is an informational report to document the Highway Division's action taken with regard to establishing footpaths and bicycle trails as set forth in ORS 366.514. Bids will opened February 26, 1981, on the following projects:

1. Enterprise Rock Production
   M.P. 38.9, Enterprise-Lewiston Highway, Wallowa County
   Aggregate Crushing

   Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

2. S. E. Harmony Road @ International Way
   S. E. Harmony Road (Milwaukie), Clackamas County
   Traffic Signals

   Same as No. 1.

3. Pacific Highway West @ Royalty Parkway
   Pacific Highway West, Washington County
   Traffic Signals

   Same as No. 1.

4. Tualatin Valley Highway @ S. W. 219th Avenue
   Tualatin Valley Highway, Washington County
   Traffic Signals

   Same as No. 1.

5. Clackamas-Boring Highway @ S. E. Foster Road
   Clackamas-Boring Highway (Damascus), Clackamas County
   Traffic Signals

   Four-foot shoulders and sidewalk ramps provided for bicycle and pedestrian traffic.

Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(c), which states, "footpaths and trails are not required to be established . . . where sparsity of population, other available ways or other factors indicate an absence of any need for such paths and trails."

6. Powers Wayside
Powers Highway, Coos County
Grading and Paving

Twenty-eight-foot roadway provided.

Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2 subsection 2(b), which states, "footpaths and trails are not required to be established . . . if the cost of establishing such paths and trails would be excessively disproportionate to the need or probable use."

7. Deschutes River (Sheep) Bridge
Mountain Sheep Lane, Deschutes County
Structure

Fifteen-foot, six-inch roadway provided.

Same as No. 6.

8. Oak Street-Ann Street
Hersey Street (Ashland), Jackson County
Grading and Paving

Four-foot bicycle lanes outside curb parking and a five-foot sidewalk for pedestrian use provided on this project.

9. Pacific Blvd.-Santiam Highway
Waverly Drive (Albany), Linn County
Grading and Paving

Sections of five-foot sidewalk to connect to existing sidewalks and curb cuts to new and existing sidewalks and for future sidewalk are provided.

10. Central Oregon Highway @ Succor Creek Highway
Central Oregon Highway (Nyssa), Malheur County
Traffic Signals

Four-foot shoulders and five-foot sidewalks with curb cuts available for pedestrian and bicycle traffic.

11. Hay Canyon Creek Bridge
    Monkland Road, Sherman County
    Structure

    Twelve-foot lanes with eight-foot shoulders on structure.

    Same as No. 6.

12. Dairy Creek (Susbauer Road) Bridge
    Susbauer Road, Washington County
    Structure

    Twelve-foot lanes with four-foot shoulders.

    Same as No. 6.

13. Klamath Strait Bridge
    The Dalles-California Highway, Klamath County
    Paving and Structure

    Twelve-foot lane with eight-foot shoulder on left and sixteen-foot right-turn lane/shoulder on right.

    Same as No. 6.

14. Arterial Street Light Conversion
    Various City Streets (Portland), Multnomah County
    Illumination

    Same as No. 1.

HSC:RS:ge

cc E. S. Hunter
D. G. Talbot
L. E. George
F. E. Terpin
George Bell
Don Harwell

9265

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

2-4-81

FEDERAL AID PROJECT NO. F-21-5(8)

STATE PROJECT NO. See below

COUNTY NAME Malheur

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

PROGRAM NO.

ITEM NO. 10094

FROM:
E.J. Valach, Acting Division Admin
FHWA - Oregon Division

TO:
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

DATE PS&E APPROVED 2/4/81	DATE AUTHORIZATION EFFECTIVE 2/4/81	FEDERAL ROUTE NUMBER Primary 21 (Spur)	STATE ROUTE NUMBER Primary 7

GENERAL LOCATION:
Central Oregon Highway at Succor Creek Highway (Nyssa) Sections

RECEIVED
STATE HWY ENGR
FEB 13 '81
REFER TO [illegible]
FOR
Info Inves R/D D/R Sign Act File

2-13-81

GENERAL DESCRIPTION OF WORK:
Channelization and Traffic Signal

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION

☒ OTHER (Specify) Perm. Pavement Striping S.F. $2,000
State Furnished software $500

☐ ACQUISITION OF RIGHT-OF-WAY

☒ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

After concurrence in award you are authorized to proceed with those items listed above as shown in your Estimate.

Mr. Swan's 1/30/81 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $140,800 Federal Funds $124,113.

A signed copy of the Title Sheet is returned herewith.

DATE 2/4/81	SIGNATURE OF APPROVING OFFICIAL G. K. Hassner	TITLE for Acting Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U. S. GOVERNMENT PRINTING OFFICE: 1975-631-088

9265

L

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO 6-2

December 9, 1980

TO: G. L. Green, Division Administrator
Federal Highway Administration

Original Signed By
D. E. Swan

FROM: D. E. Swan
Operation Programming Engineer

SUBJECT: Project Data Submission
Item No. 10090
Project No. F-21-5(8)
Central Oregon Hwy. @ Succor Cr. Hwy. (Nyssa) Sec.
Malheur County

Attached support data consists of PR-1 forms with project maps, traffic signal comparison warrents and other traffic data.

It is the Oregon State Highway Division's present intention to receive bids for the project on February 26, 1980.

DRH:bke
Attachments

cc: W.E. Schwartz (Region 5)
✓ General Files

Form 734-3122

9265

L.

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
155 Cottage ST . S.E.
Salem, Oregon 97310, Phone 378-3732
Toll Free Number - 1-800-452-7813

NOTED
H.S. COULTE

APPLICANT: OR DOT, Highway Division

PROJECT TITLE: Central Oregon Highway at Succor Creek

DATE: December 2, 1980

The state has reviewed your project and reached the following conclusions:

RECEIVED
STATE HWY ENGR
DEC 3 - '80
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

☒ No significant conflict with the plans, policies or programs of state government have been identified and your proposal is endorsed as presented.

☐ Relevant comments of state agencies are attached and should be considered in the final design of your proposal.

☐ Potential conflicts with the plans and programs of the state agency(s) have been satisfactorily resolved. No significant issues remain.

☐ Significant conflicts with the plans, policies or programs of state government have been identified and remain unresolved. The final proposal has been reviewed and the final comments and recommendations of the state are attached.

ATTACHMENT

cc: G.L. GREEN
H.S. COULTER ✓
F.E. TERPIN
J.B. BOYD
J.H. VERSTEEG
GARY POTTER
W.J. HART
AERONAUTICS DIVISION
B.L. GIFFORD
EG. (5) ENGR.: W.E. SCHWARTZ
IS. (14)ENGR.: C.D. HIATT

NOTICE TO FEDERAL AGENCY

The following is the officially assigned State Identifier Number:

8011 2 230

This number should be used on all correspondence and particularly on SF 242 as required by OMB A-95.

BEN GIFFORD
A-95 sent out

A copy of this notification and attachments, if any, must accompany your application to the federal agency as required by OMB A-95. Comments of the appropriate local reviewing agencies will be submitted to you separately and must also be included.

9265

L,

(#2)

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO 6

November 4, 1980

Ida-Ore Regional Planning and
Development Assn., Inc.
P.O. Box 311
Weiser, Idaho 83672

TO Executive Department
Federal Aid Coordination Unit

FROM D. E. Swan
Operation Programming Engineer

SUBJECT Notice of Intent for Federal Aid Funds
State Admin. Dist. No. 14
Section: Central Oregon Hwy. at Succor Cr. (Nyssa)
Highway: Central Oregon Hwy. US Rt. 20
County: Malheur

In accordance with Executive Memorandum 02-270-20, attached are copies of the Notices of Intent for the subject project.

Early programming of this project for advance planning in anticipation of future construction is necessary; therefore, your prompt attention to this proposal will be appreciated.

Allowing time for your review, we estimate the date of filing for federal aid funds on this project to be December 30, 1980.

BLG:dmc
Attachments
cc: G. L. Green, FHWA
H. S. Coulter ✓
F. E. Terpin
J. B. Boyd (2)
J. H. Versteeg(3)
Gary Potter
W. J. Hart
Reg. 5 Engr: W.E. Schwartz
Dis. 14 Engr: C.D. Hiatt
Aeronautics Division
David Powers, Parks
B. L. Gifford

RECEIVED
STATE HWY ENGR
NOV 5 - '80
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

NOTED
H.S.COULTER

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

NOTIFICATION OF INTENT TO APPLY FOR FEDERAL AID

For Internal Use Only	1-8] PNRS #		Page One

02	12] APPLICANT [45 Department of Transportation	46] DIVISION [79 Highway		
03	12] APPLICANT ADDRESS STREET [45 Transportation Building	46] CITY [60 Salem		76] ZIP [80 97310
04	12] CONTACT PERSON [45 D.E. Swan	46] AREA CODE [48 503	49] PHONE [55 378	56] EXTENSION [59 6563
01	12] PROJECT TITLE [71 Central Oregon Hwy. at Succor Cr. (Nyssa)			
11	12] PROJECT LOCATION—CITY Central Ore. Hwy. US Rt. 20	PROJECT LOCATION—COUNTY Malheur	PROJECT LOCATION [79 SEC: T: R:	

SUMMARY PROJECT DESCRIPTION (ATTACH SUPPORTING DOCUMENTS AS NECESSARY—SEE INSTRUCTIONS ON BACK)

05 Modify a hazardous highway intersection by rechanneling the intersection [71

06 12] and installing a traffic signal. [71

07 12] [71

08 12] [71

09 12] [71

10 12]

12	AMOUNT REQUESTED—FEDERAL FUNDS		NON-FEDERAL MATCHING FUNDS		OTHER	TOTAL
	12] (A) Grant [19	20] (B) Other [27	28] (C) State [35	36] (D) Local [43	44] (E) FUNDS [51	52] (F) FUNDS [60
	127,800	---------	17,200	---------	---------	145,000

13	12] TYPE OF OTHER FEDERAL FUNDS (See 12B) [45	46] TYPE OF OTHER NON-FEDERAL FUNDS (See 12E) [79
14	12] FEDERAL PROGRAM TITLE [71 Title 23 USC Highways	
15	12] FEDERAL AGENCY NAME [45 U. S. Department of Transportation	46] FEDERAL SUB-AGENCY NAME [79 FHWA

17 **(A) TYPE OF APPLICANT:** (Check (X) the single most applicable box)

STATE ☒ 12 INTER-STATE ☐ 13 COUNTY ☐ 14 CITY ☐ 15 SCHOOL DISTRICT ☐ 16 SPECIAL DISTRICT ☐ 17 COMMUNITY ACTION ☐ 18 SPONSORED ORGANIZATION ☐ 19 OTHER ☐ 20

(B) TYPE OF ACTION: (Check (X) as many boxes as apply to this action)

NEW GRANT ☒ 21 CONT. GRANT ☐ 22 SUPPL'T GRANT ☐ 23 INCREASE DURATION ☐ 24 DECREASE DURATION ☐ 25 CANCELLATION ☐ 26 INCREASE DOLLARS ☐ 27 DECREASE DOLLARS ☐ 28

(C) HAS DISTRICT CLEARINGHOUSE BEEN NOTIFIED? Yes ☒ 29 No ☐ 30 Date: November 4, 1980

(D) REVIEW REQUIRED by A-95: Yes ☒ 31 No ☐ 32

(E) ENVIRONMENTAL IMPACT: Yes ☐ 33 No ☒ 34

(F) HOUSING RELOCATION REQUIRED: Yes ☐ 35 No ☒ 36

(G) ESTIMATED APPLICATION FILING DATE: 41] MONTH [42 December 43] DAY [44 30 45] YEAR [46 1980

ADDITIONAL INFORMATION—ALL APPLICANTS

I. A. Is the project consistent with the city or county comprehensive plan, zoning and subdivision ordinance? No ☐ Yes ☒

I. B. Is the proposal consistent with statewide land use goals? No ☐ Yes ☒

I. C. Is the proposal consistent with state and regional plans? No ☐ Yes ☒

II. Will the project have an impact on a neighboring jurisdiction? No ☒ Yes ☐

If so, is the project consistent with the comprehensive plan for that jurisdiction? No ☐ Yes ☐

III. Explain deviations if any, from pertinent plans.

IV. Federal Catalog number (or Public Law no. and title) 20.205 Highway Planning & Construction

V. Has funding agency been notified? No ☐ Yes ☒ Date: November 4, 1980

VI. If project includes state funds (12C), identify agency HIGHWAY

STATE AGENCIES ONLY

VIII. (a) IS PROGRAM BUDGETED ☐ NON-BUDGETED ☐

(b) STATE SHARE

GENERAL FUND CASH	OTHER FUND CASH	IN KIND
$	$	$

(c) FUNDING METHOD

	FEDERAL SHARE		STATE SHARE		TOTAL	
First Year	%	$	%	$	%	$
Second Year	%	$	%	$	%	$
Third Year	%	$	%	$	%	$

(d) WILL PROGRAM REQUIRE HIRING OF NEW STATE EMPLOYEES? No ☐ Yes ☐ Number ______

(e) Will accounting for this grant be administered by the Executive Dept. Accounting Division? Yes ☐ No ☐

PLEASE ATTACH ANY ADDITIONAL NARRATIVE OR REMARKS

This is a Category 3 Project of Categorical Exclusion according to the new environmental quality guidelines.

OREGON STATE HIGHWAY DIVISION
PROJECT ASSESSMENT

F-21-5()

PART 1. GENERAL INFORMATION

A. Project Identification:

Date February 24, 1978

Section Central Ore. Hwy. @ Succor Cr. Hwy.

Unit (if appl)

County Malheur

City Nyssa

Highway Central Oregon

State Hwy. No. 7

Termini: M.P.(if appl) 265.99

Length

Region 5

Construction Estimate
Program Amount

B. Purpose of Project:

Modify a hazardous highway intersection by rechanneling the intersection and installing a traffic signal.

C. Origin & History of Project:

In 1976, Nyssa Public Schools requested the installation of a traffic signal at the intersection of Succor Creek and the Central Oregon Highway. Highway Division investigations concluded that the intersection would have to be rechannelized prior to installing a signal. Traffic volumes warranted a fully actuated signal.

D. General Description of Project:

The proposed project includes (1) removing a concrete traffic island, (2) modifying the "Y" intersection to a "T" intersection, and (3) installing a fully actuated traffic signal.

Alignment: New ______ Existing ______ Combined X

Typical Section: Existing: No. Lanes ____; Med. ____; Shldrs. ____; Parking ____

Proposed: No. Lanes ____; Med. ____; Shldrs. ____; Parking ____

Traffic: Existing Facility: Existing ADT 7,000 ; Projected ADT ____; Yr. 1976

Existing Level of Service ______

Proposed Facility: Projected ADT ______; Yr. ______

Projected Level of Service ______

Right of Way: Additional anticipated Yes (Yes, No); if yes, give approx. No. Parcels Minimal right of way. Amount has not been determined.

Acres________; Type of Relocation Req.__________________; No._________

Materials Source, Borrow, Waste Disposal Requirements, if any:

Commercial sources.

Type of Structure(s):

N.A.

Brief Description of River or Stream and Type of Involvement, if any:

None.

Local City, County or COG priorities of project:

Project was initiated by the Nyssa Public Schools and has been accorded a high priority by the City and Malheur County.

FHWA and/or OSHD approvals given, if any:

Highway Division studies support modification of the intersection and the installation of a traffic signal.

Location or Design Alternatives (identify and describe):

None. Project is limited in scope.

Other Descriptive Information or Comments:

(Attach project sketch map.)

PART II. ENVIRONMENTAL ASSESSMENT

A. Brief Environmental Setting of Project Area:

1. **Natural**:

The City of Nyssa is located on the Snake River plain at an elevation of 2,200 feet. Precipitation is sparse, averaging about ten inches. Sunshine is abundant; rate of evaporation is high. Much of the area was originally dotted with big-leaf sage (Artemisia Tridentada) and its associations. Irrigation has transformed the desert into productive farmland. The proposed project is located in an urban environment. Impacts on wetlands and other wildlife habitat are not applicable.

2. **Cultural**:

The City of Nyssa (population 2,775) is a farm and sugarbeet producing community. There are three schools west of the highway junction (note map). Nyssa High School is at the intersection. Concern for student safety prompted a request for a traffic light. Traffic volumes are relatively high; approximately 12 percent of this traffic is comprised of trucks and buses.

Several buildings are located at the highway intersection (note sketch). The proposed project would probably require some right of way in the vicinity of the building materials store. Although requirements would be minimal, the impact on parking, etc. has not been determined.

B. Preliminary Assessment of Environmental Impacts:

1. Consequences and Significance of Right-of-Way Acquisition:
Minimal. Parking at building materials store may be affected.

2. Estimated Impact on Traffic Patterns:
Safety would be enhanced.

Consequences--Air Quality, Noise, Safety, etc.:

None

3. Estimated Impact on Land Use:
No significant impact.

Consequences:
N.A.

4. Expected Impact on Natural Ecological Resources:

None identified. No wetlands present.

Consequences:

N.A.

5. Expected Impact on Cultural and Scenic Resources:

None.

Consequences:

N.A.

6. Preliminary Identification of Areas of Critical Concern:
No areas of critical concern have been identified.

7. Potential for Controversial Issues:
None identified.

8. Potential for Consistency of Proposal With:

Proposed project is consistent with land-use plans and environmental standards.

a. Clean Air Implementation Plans

b. Noise Standards

c. Water Quality Standards

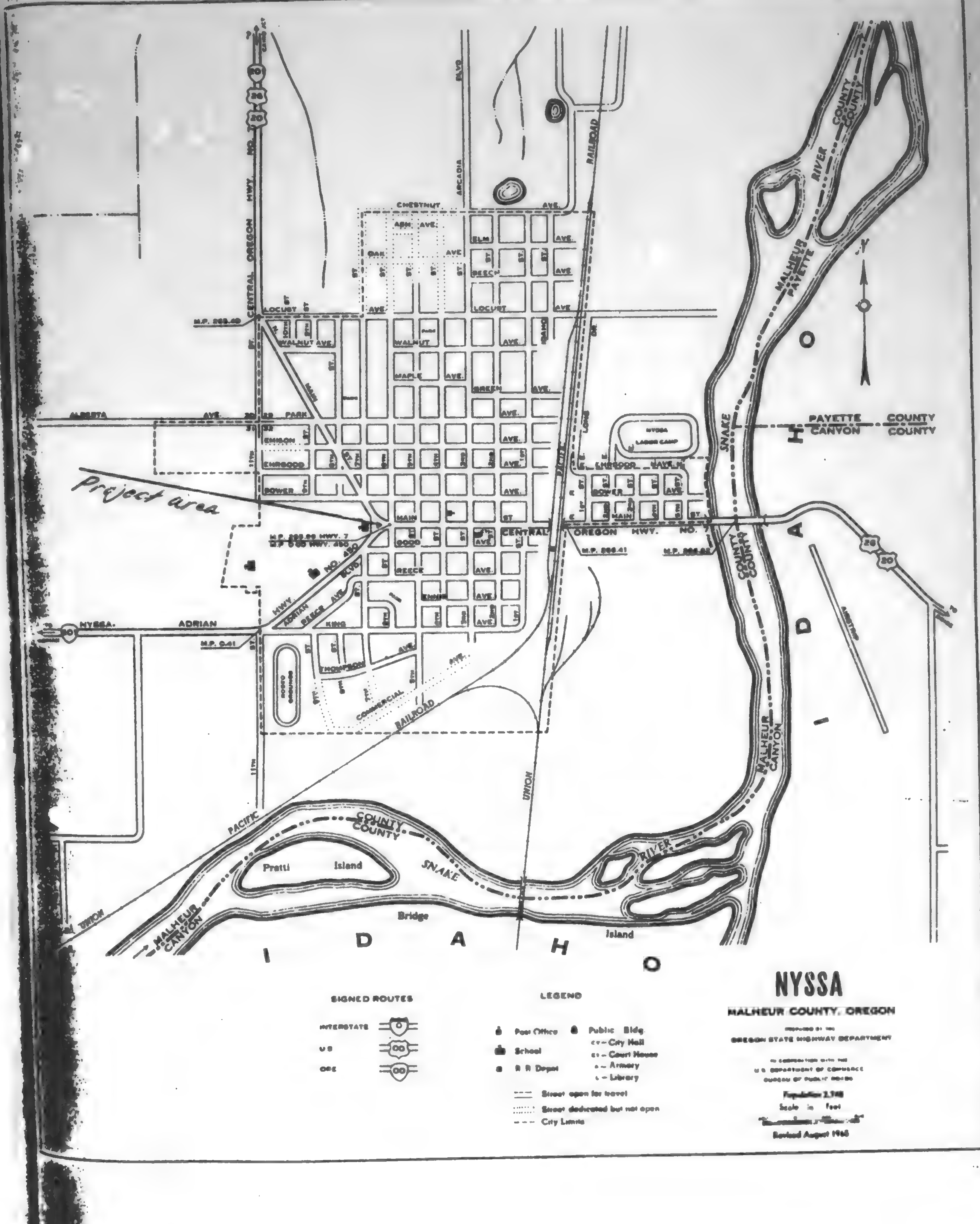
d. Area Land Use and Transportation Plans, and Zoning

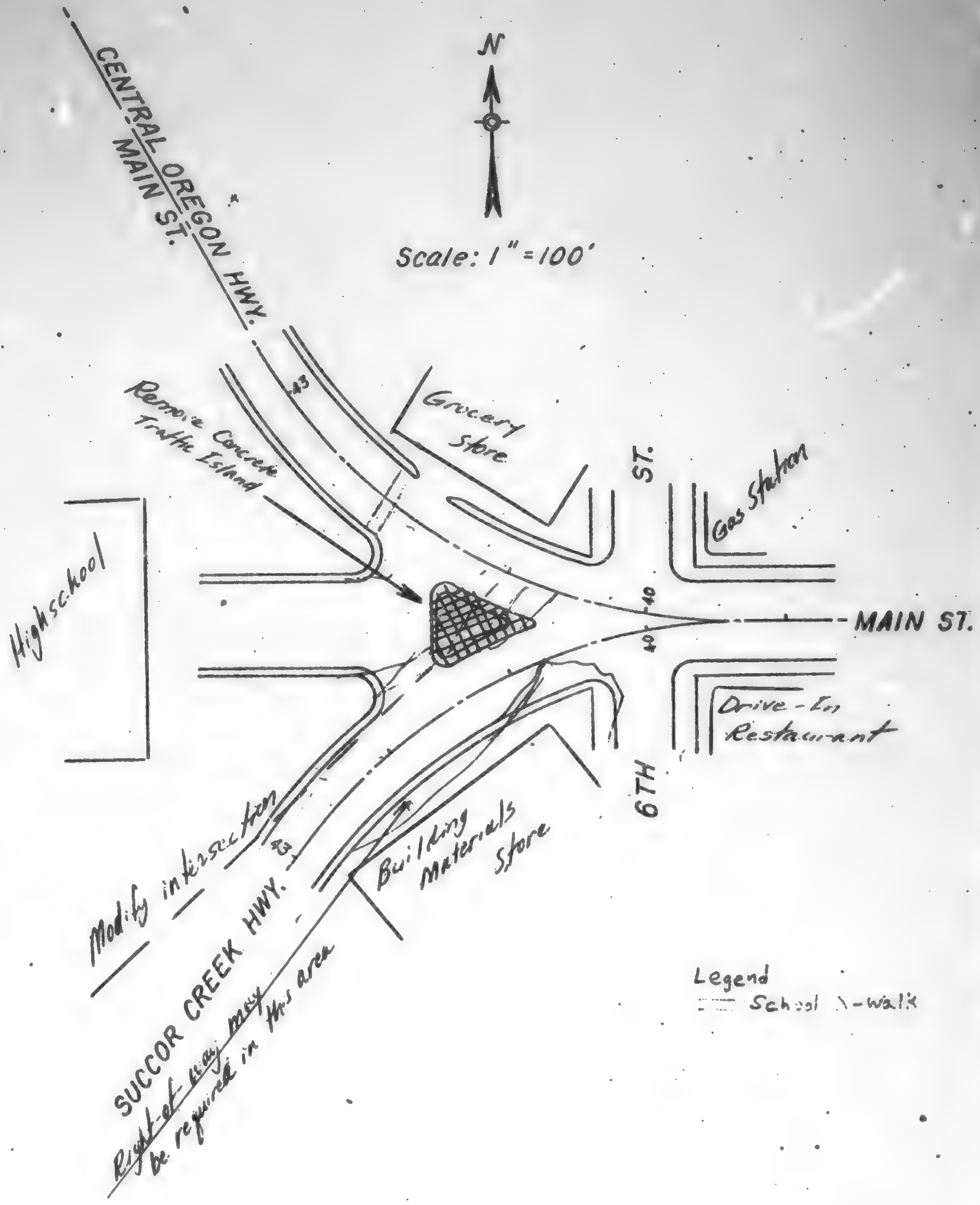
C. Recommended Type of Action and Documentation:

------------MAJOR ACTION----------------		----NON-MAJOR ACTION-----
SIGNIFICANT:	NON-SIGNIFICANT:	
____ D & FEIS	____ D & F Neg.Dec.	X ASSESSMENT ONLY
____ Section 4(f)	____ Section 4(f)	____ STATEWIDE ASSESSMENT

Basis for Type of Action and Documentation:
Additional right of way requirements would be minimal. Project is limited in scope.

D. Recommended Project Category: ____ 1 ____ 2 X 3 ____ 4


Project area
NYSSA
MALHEUR COUNTY, OREGON
PREPARED BY THE
OREGON STATE HIGHWAY DEPARTMENT
IN COOPERATION WITH THE
U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
Population
Scale in feet
Revised August 1965
SIGNED ROUTES
INTERSTATE
US
ORE
LEGEND
Post Office
Public Bldg.
CH – City Hall
CH – Court House
A – Armory
L – Library
School
R R Depot
Street open for travel
Street dedicated but not open
City Limits
CENTRAL OREGON HWY. NO.
NYSSA-ADRIAN HWY. NO. 450
M.P. 265.40
M.P. 265.41
M.P. 0.41
ALBERTA AVE.
PARK
CHESTNUT AVE.
ASH AVE.
OAK AVE.
ELM AVE.
BEECH AVE.
LOCUST AVE.
WALNUT AVE.
MAPLE AVE.
GREEN AVE.
EMISON
EHRGOOD AVE.
BOWER AVE.
MAIN ST.
GOOD AVE.
REECE AVE.
ADRIAN BLVD.
KING
THOMPSON AVE.
COMMERCIAL AVE.
ARCADIA BLVD.
RODEO GROUNDS
NYSSA LABOR CAMP
UNION PACIFIC RAILROAD
SNAKE RIVER
MALHEUR COUNTY
PAYETTE COUNTY
CANYON COUNTY
Pratt Island
Bridge
Island
IDAHO


N
Scale: 1" = 100'
CENTRAL OREGON HWY.
MAIN ST.
43
Grocery Store
Remove Concrete Traffic Island
ST.
Gas Station
Highschool
40
MAIN ST.
40
Drive-In Restaurant
6TH
Modify intersection
43
SUCCOR CREEK HWY.
Building Materials Store
Right-of-way may be required in this area
Legend
School X-walk

9265

7

ENVIRONMENTAL REVIEW CHECKLIST

~~Dec 18~~
~~Nov 20~~ Feb 26, '81
~~July 24, 1980~~ Bid Letting ____________ All Clear Deadline

ALL CLEAR 5/16/80
Donald L Rout

SECTION Central Oregon Hwy. @ Succor Cr. Hwy.
Highway Central Oregon
County Malheur Region 5
Type of Work 2 Ph Signal Funds State
State___ Consultant ___ Plans Avail.___Yes ___No

N/A No Fed Funds

	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR	
DOCUMENTS:						
EIS	☒	☐	☐	☐	☐	
Negative Declaration	☒	☐	☐	☐	☐	
Project Assessment	☒	☐	☐	☐	☐	
Write-off Letter	☒	☐	☐	☐	☐	
PERMITS:						
Division of State Lands	☒	☐	☐	☐	☐	
D.O.G.M.I.	☒	☐	☐	☐	☐	
Corps of Engineers	☒	☐	☐	☐	☐	
Coast Guard	☒	☐	☐	☐	☐	
Co. Conditional Use	☒	☐	☐	☐	☐	
NPS Air Pollution	☒	☐	☐	☐	☐	
NPS Water Pollution	☒	☐	☐	☐	☐	
	☐	☐	☐	☐	☐	
	☐	☐	☐	☐	☐	
CULTURAL:						
Cultural Survey	☐	☒	☐	☐	☒	
Cultural Salvage	☒	☐	☐	☐	☐	
NOISE:						
Noise Study	☒	☐	☐	☐	☐	

9265

STATE OF OREGON
LOCATION SECTION

INTEROFFICE MEMO

7

TRA 7-6

TO: W. E. Schwartz
Region 5 Engineer

DATE: March 21, 1980

FROM: George C. Wills
Field Location Engineer

Subject: Central Oregon Highway at Succor Creek Highway
Central Oregon Highway
Malheur County

The enclosed print of plan for intersection and signalization has been reviewed by Location and Traffic Unit. We are forwarding this to you for your review and recommendation.

It is my understanding that the project was proposed to solve a pedestrian problem at the school. The scheme therefore should be reviewed with the affected parties; primarily, the school, City of Nyssa and, since an approach is involved with N.G. Auto Supply, that business should be advised.

Please review and return at your early convenience.

GCW:ja

Enc.

cc J. H. Versteeg ✓
L. E. George

Cole ✓
Erikson
Hager
Dorn
Sump
Watson
GW
[✓ Return] Discuss
FINAL DESIGN

1 Versteeg ✓
Anderson
3 Christensen
2 Olson
Sullivan
Terpin
Trout
Wakerlig

RECEIVED
MAR 21 1980
ROAD DESIGN SECTION

Do Not File
Return To
Bring
Action

TR[illegible]-6

INTEROFFICE MEMO

STATE OF OREGON

Highway - Traffic
DEPT.

378-6537
TELEPHONE

DATE: March 17, 1980

TO: Frank E. Terpin
Location Engineer

FROM: L. E. George
Traffic Engineer

SUBJECT: Central Oregon Highway @ Succor Creek Highway
Nyssa - Malheur County

Attached hereto is a copy of the proposed relocation of the Succor Creek Highway intersection with the Central Oregon Highway. Vehicle Counts obtained at South Sixth Street indicates very low volumes and no need for signalization. This office suggests the additions shown in blue.

If you have further questions, please call this office. We will proceed with the signal design based on this plan.

L. E. George
L. E. George
Traffic Engineer

Attachment

Wills

RECEIVED
MAR 1[illegible] 1980
LOCATION
SECTION

1981 Hay Canyon Ck. Br. Sec. 9266
of Monkland Rd. approx. 6 mi. E.
of Moro. (Gr., pav. & struc. wid.)

C4A 7088 7/30/79

9266

HIGHWAY DIVISION INVOICE

INVOICE NUMBER 137617

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DIVISION
TRANSPORTATION BUILDING
SALEM, OREGON 97310

DATE	YOUR ORDER NUMBER	BILLING REQ. NUMBER
8/30/83		CA 1887

CODE New: SHERC0U

Sherman County Court
Courthouse
P.O. Box 265
Moro, OR 97039

PREFIX	FUNC	SUB FUNC	OBJECT	PM GROUP	AMOUNT
	321	00			$433.13
528-1057	296	00	000		433.13
528-1057	297	00	000		(433.13)

DESCRIPTION	TOTAL PRICE
Final Settlement on RS-443(1), Hay Canyon Creek Agreement #7088	
Total Project Cost	$121,204,49
Less: FHWA Participation	(106,808.22)
Less: State's Share of Project	(7,163.14)
Less: Advance Deposit	(6,800.00)
AMOUNT DUE	$ 433.13

PROGRAM SECTION
MANAGER ______ PROJECT UNIT ______
SEP 1 1983
MAN. ASSIST. ______ PROGRAM UNIT ______
REFER TO ______
FOR ______

Final Billing
A/C 110.00

IF YOU HAVE QUESTIONS ON THIS INVOICE, PLEASE CONTACT:
Harold Reynoldson PH: 378-6011 FOR CORRECTIONS OF CHARGES
OR Diane Galida PH: 378-5034 PREPARER OF INVOICE

-1150 (7-81)

9266

ITEMIZED STATEMENT OF FINAL COSTS

DATE April 18, 1984

COUNTY: Sherman AGREEMENT NO: 7088 PROJECT NO: RS-4431

CONTRACT NO: 9266 SECTION: Hay Canyon Creek

Preliminary Engineering (Prefix No. 528-1961

	Participating	Non Participating
Resident Engineer	$ 5,066.17	$
Final Design	2,300.97	
Right-of-Way Descriptions	439.36	
Right-of-Way Liaison	19.37	
Region Utilities Liaison	.90	
Location	853.00	
Project Management	111.32	
Specifications (No. Cost to County)	1,289.84	
Administrative Services	31.33	
Environmental Section	129.50	
Structural Foundation	1,578.26	
Free Bridge Design (No Cost to County)	4,795.16	
TOTAL P.E. COST	$ 16,615.18	$ 0.00
Less Free Bridge Design & Specs	6,085.00	
	$ 10,530.18	$ 0.00

Construction Prefix: 528-1057

	Participating	Non Participating
Payment to Contractor	$ 91,976.91	$ 69.99
Interest on Final Payment		3.63
Resident Engineer	7,970.27	
Project Management	79.45	
Materials Lab.	2,532.13	
Technical Services	1,501.82	
Construction Branch	319.88	
Regioin Engineering Office	135.23	
TOTAL CONSTRUCTION COST	$104,515.69	$73.63

SUMMARY

Total Participating P.E. Cost	$ 10,530.18
Total Participating Const. Cost	104,515.69
TOTAL PARTICIPATING COST	$ 115,045.87

Less Federal Funds		
P.E. 88.15	$ 9,282.35	
Const. 88.15	92,130.58	$(101,421.93)
Subtotal		13,623.94
Less State Share 1/2		(6,811.97)
Plus Nonparticipating County Cost		73.63
Less County Advance Deposit P.E. & Const. 3-11-81		$ (6,800.00)
BALANCE DUE FROM COUNTY		*$ 85.60

*In a previous final billing 8-30-83 CA 1887, an oversight was made in charging the Bridge Design to the County. In a review of this final payment this overcharge was found.

Sherman was charged an additional	$ (433.13)
Correct charges should be	85.60
Refund due the County	$ (347.53)

MKS:cm

9266

OREGON STATE HIGHWAY DIVISION

ITEMIZED STATEMENT OF FINAL COSTS DATE: 8-17-83

COUNTY: SHERMAN AGREEMENT NO: 7088 PROJECT NO: RS-443(1)

CONTRACT NO: 9266 SECTION: Hay Canyon Creek

P.E.:			$ 16,615.18
Federal Funds For P.E.		$14,646.28	
CONSTRUCTION:			
Payment to Contractor	(Federal Participation)		$ 91,976.91
Engineering			12,538.78
			$104,515.69
Interest on Final Payment	(Non Participation)		$ 69.99
Construction Engineering			3.63
			$ 73.62
Federal Funds For Construction		$92,161.94	

County Share of Costs:

1/2 ($16,615.18 - $14,646.28 + $104,515.69 - $92,161.94 + $3.63) + $69.99 =

$7,233.13

REFERENCE: CC 83-16

HR:pf

9266

528-1961

528-1057

ORIGINAL

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

6-22-83

FINAL VOUCHER FOR PAYMENT UNDER 23 U.S.C. 117

Appropriation:

The United States, Dr., TO Treasurer of the State of Oregon

Address Capitol Bldg. - Salem, OR 97310

D.O. VOUCHER NO.

STATE VOUCHER NO.

DATE

FHWA SCHEDULE NO.

PAID BY

STATE Oregon	FEDERAL AID PROJECT NO. RS-B443(1)
PROGRAM APPROVED	VOUCHER PERIOD From: 12/4/79 To: 4/4/83

FINANCIAL DATA

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
$ 16,615.18	$ 16,615.18	88.15%	$ 14,646.28	$ 14,646.28	$ 0.00
104,589.31	104,515.69	88.18%	92,161.94	92,161.94	0.00
$121,204.49	$121,130.87		$106,808.22	$106,808.22	$ 0.00

The undersigned State highway agency certifies as follows: The above-mentioned project has been completed; the plans, design and construction for said project are in accord with the laws, standards and procedures of this State applicable to projects in this category approved by the Federal Highway Administration or such project exceptions as have been approved by FHWA; and no claim has been presented to or payment made by the United States for the work for which payment is claimed herein.

SIGN ORIGINAL ONLY

Oregon *State Highway Agency*

By ______ 6/22/83

Controller *Authorized Officer* *Date*

I certify that a final inspection of the above project has been made by an authorized official of the Federal Highway Administration. On the basis of such inspection and the State highway agency's certification the amount claimed is approved for payment.

Amount submitted $ 0.00

Adjustments $

Amount Approved $

PROGRAM SECTION
MANAGER ______ PROJECT UNIT ______
JUL 28 1983
MAN. ASSIST. ______ PROGRAM UNIT ______
REFER TO ______
FOR ______

SIGN ORIGINAL COPY

Signature of Authorized FHWA Representative *Date*

Form FHWA-1447 (4-78) PREVIOUS EDITIONS ARE OBSOLETE

9266

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	Hay ~~Hells~~ Canyon Cr. (Monkland Rd.) Bridge Sherman County					
	Preliminary Engineering					
	Type Code P.E.					
	State	All	Required		$ 16,615.18	
	Total Participating P.E. Costs				$ 16,615.18	
	Construction					
	Type Code X080					
	Bridge Structure #998 (Mile Point 5.06)					
	Final Contract Payment Summary	Lump	Sum		$ 91,976.91	
	Total Participating Construction Costs				$ 91,976.91	
	Construction Engineering					
	State	All	Required		12,538.78	
	Nonparticipating Project Cost					
	Interest on Final Payments	All	Required		69.99	
	Construction Engineering	All	Required		3.63	
	Total Nonparticipating Project Cost				$ 73.62	
	Total Project Cost				$121,204.49	
	Prepared based on Participating Costs as shown on Federal Billing as of 6/29/83.					
	AMOUNT CARRIED FORWARD					

```
                                                                                   JUNE 1983          PAGE  971
ACCOUNT SUMMARY - EXPENDITURES & LEDGERS
                                                                                      FISCAL           GRAND TOTAL
   DESCRIPTION                  PREFIX  FUNCTION SUB F.  GR  CURRENT MONTH.       YEAR TO DATE         TO DATE
                                                                                                          33.55
                         527    1979      922     00 P 1                                                 225.09
                         527    1979      923     00 P 1                                               2,541.70
                         527    1979      926     00 P 1                                               1,611.63
                         527    1979      927     00 P 1                                                  55.15
                         527    1979      932     00 P 1                              513.21CR         9,280.73
                                          TOT        P1                                                   19.77
                                          TOT        N1
                                 ** JOB TOTALS **                       **            513.21CR**       9,300.50  **

                                                                                                                     STATE
 ASH SWALE (BETHEL RD) BR  CONT NO     * FA PROJ NOS RS  A549001 100
                         527    1988      296     00 N 9     2,439.19CR           15,933.33CR         15,933.33CR
                         527    1988      298     00 N 9     2,439.19             15,933.33           15,933.33
                         527    1988      901     00 P 1       157.52              4,636.35            4,636.35
                         527    1988      905     00 P 1       508.99              4,004.40            4,004.40
                         527    1988      907     00 P 1                               2.40                2.40
                         527    1988      918     00 P 1                              12.90               12.90
                         527    1988      920     00 P 1                             103.79              103.79
                         527    1988      921     00 P 1       569.18                569.18              569.18
                         527    1988      922     00 P 1         8.24                  8.24                8.24
                         527    1988      926     00 P 1                           4,383.05            4,383.05
                         527    1988      927     00 P 1     1,608.01              5,580.40            5,580.40
                         527    1988      932     00 P 1        33.04                 38.05               38.05
                         527    1988      933     00 P 1                              29.73               29.73
                         527    1988      937     00 P 1        41.99              1,555.21            1,555.21
                         527    1988      950     00 P 1                              54.00               54.00
                                          TOT        P1      2,926.97             20,977.70           20,977.70
                                 ** JOB TOTALS **            2,926.97  **         20,977.70  **       20,977.70  **

                                                                                                                     STATE
 HAY CAN CR (MONKLAND) BR  CONT NO     * FA PROJ NOS RS  B443001 100
                                                                                                      14,752.56CR
                         528    1961      296     00 N 9                                              14,752.56
                         528    1961      298     00 N 9                                               5,066.17
                         528    1961      901     00 P 1       122.52CR              122.52CR          2,300.97
                         528    1961      905     00 P 1                                                   2.06
                         528    1961      906     00 P 1                                                 439.36
                         528    1961      909     00 P 1                                                  19.37
                         528    1961      913     00 P 1                                                    .90
                         528    1961      914     00 P 1                                                 853.00
                         528    1961      918     00 P 1                                                 111.32
                         528    1961      920     00 P 1                                               1,269.84
                         528    1961      921     00 P 1                                                  31.33
                         528    1961      922     00 P 1                                                 129.50
                         528    1961      923     00 P 1                                               1,578.26
                         528    1961      926     00 P 1          1.95                  1.95           4,793.10
                         528    1961      927     00 P 1                                              16,615.18
                                          TOT        P1        120.57CR              120.57CR         16,615.18
                                 ** JOB TOTALS **              120.57CR**            120.57CR**       16,615.18  **
```

16 615.18
4 793.10
11,8[illegible].08

4795.16
App to Free Bridge

		1099	297	00 N 9					
	527	1099	298	00 N 9		435.48CR	81,712.65	81	83
	527	1099	900	00 P 1		406.38CR	17,029.28	81	83
	527	1099	920	00 P 1			93.03	81	81
	527	1099	940	00 P 1			1,848.12	81	82
	527	1099	941	00 P 1			3,192.29	81	82
	527	1099	942	00 P 1			1,387.41	81	81
	527	1099	944	00 P 1			620.64	81	82
	527	1099	945	00 P 1		15.67	314.12	81	83
	527	1099	946	00 P 1			528.28	81	82
	527	1099	948	00 P 1		86.56	86.56	83	83
	527	1099	950	00 P 1			541.06	81	81
	527	1099	985	00 P 1			13.23	81	81
			TOT	P1		304.15CR	206,140.27		
			TOT	N1			31.76		
			** JOB TOTALS **		**	304.15CR**	206,172.03 **		
HAY CANYON BRIDGE	CONT NO 9266 * FA PROJ NOS RS B443001 100						00000000000	STATE	
Payment to Contractor	528	1057	201	00 P 1			91,976.91	81	82
Interest on final Payment	528	1057	206	00 N 1			69.99	82	82
	528	1057	296	00 N 9		1.49CR	92,055.62CR	81	83

ACCOUNT SUMMARY - EXPENDITURES & LEDGERS JUNE 1983 PAGE 409

DESCRIPTION	PREFIX	FUNCTION	SUB	F. GR	CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE	ACTIVE YRS BEG	END
	528	1057	297	00 N 9			5,000.00	81	81
	528	1057	298	00 N 9		1.49	92,055.62	81	83
Resident Engineer	528	1057	900	00 P 1			7,818.35	81	82
	528	1057	900	00 N 1			3.63	81	81
Project Mngt	528	1057	920	00 P 1			79.45	81	82
~~Res~~ Salem Mat. Lab	528	1057	940	00 P 1			1,436.18	81	81
Portland Lab	528	1057	941	00 P 1			1,074.67	81	82
Eugene Lab	528	1057	942	00 P 1			21.28	81	81
Tech Services	522	1057	944	00 P 1			1,501.82	81	82
Construction Branch	528	1057	945	00 P 1		14.30	319.88	81	83
Region Eng OFF	528	1057	946	00 P 1			135.23	81	8[illegible]
Gen. Const.	528	1057	948	00 P 1	120.57	120.57	151.92	81	83
			TOT	P1	120.57	134.87	104,616.69		
			TOT	N1			73.62		
			** JOB TOTALS **		120.57 **	134.87 **	104,589.31 **		
MP 0.48 TO MP 2.25	CONT NO 9654 FA PROJ NOS RS B440001 100							STATE	
	528	1058	900	00 P 1	54.26	54.26	54.26	83	83
	528	1058	920	00 P 1	18.18	18.18	18.18	83	83
	528	1058	945	00 P 1	14.93	14.93	14.93	83	83
			TOT	P1	87.37	87.37	87.37		
			** JOB TOTALS **		87.37 **	87.37 **	87.37 **		
	FA PROJ NOS RS [illegible] 100							STATE	

802
075

OREGON STATE HIGHWAY DEPARTMENT
FHWA BILLING VOUCHER

06/30/83

PREFIX	GRP FL	FED AID PROJ	AGREEMENT AMOUNT	TOTAL COSTS TO DATE	PARTIC. AMOUNT	% OF PARTIC	FEDERAL SHARE	AMOUNT PREV. CLAIMED	ADJUSTMENT AND CODE	AMOUNT OF THIS VOUCHER
514-1990	1#	RS -B428-001	24,094.45	28,171.88	28,082.11	85.80	24,094.45	24,094.45		
514-2509	1#	RS -B428-001	7,531.03	9,042.83	8,772.43	85.80	7,531.03	7,531.03		
		PROJ TOTALS	529,163.75	618,197.08	616,740.97		529,163.75	529,163.75		
528-1058	1	RS -B440-001	61,086.00	87.37	87.37	88.15	77.02			77.02
528-1963	1	RS -B440-001	3,348.00	2,519.15	2,519.15	88.15	2,220.63	2,217.99		2.64
		PROJ TOTALS	64,434.00	2,606.52	2,606.52		2,297.65	2,217.99		79.66
>528-1057	1*	RS -B443-001	92,161.94	104,589.31	104,515.69	88.18	92,161.94	92,161.94		
528-1961	1*	RS -B443-001	14,646.28	16,615.18	16,615.18	88.15	14,646.28	14,646.28		
		PROJ TOTALS	106,808.22	121,204.49	121,130.87		106,808.22	106,808.22		
511-1081	1#	RS -B452-001	388,331.88	478,562.46	452,601.26	85.80	388,331.88	388,331.88		
513-1068	1	RS -B474-001		308.75	308.75	81.83	252.65		252.65 A	
513-1906	1	RS -B474-001	1,636.00	384.48	384.48	81.83	314.62	315.02		.40CR
		PROJ TOTALS	1,636.00	693.23	693.23		567.27	315.02	252.65	.40CR
523-1063	1#	RS -B495-001	118,295.86	141,819.55	137,873.96	85.80	118,295.86	118,295.86		
523-1973	1#	RS -B495-001	5,983.60	6,973.89	6,973.89	85.80	5,983.60	5,983.60		
		PROJ TOTALS	124,279.46	148,793.44	144,847.85		124,279.46	124,279.46		
523-1991	1#	RS -B500-002	50,586.56	57,462.39	57,367.39	88.18	50,586.56	50,586.56		
523-1080	1	RS -B500-003	273,180.00	291,515.25	291,066.73	88.18	256,662.64	256,345.18		317.46
501-1003	1#	RS -B510-002	239,401.49	271,787.67	271,584.22	88.15	239,401.49	239,401.49		
501-1971	1	RS -B516-001	4,318.00	2,570.76	2,570.76	88.15	2,266.12	2,242.18		23.94
501-1014	1	RS -B516-002		243.29	243.29	88.15	214.46		214.46 A	
512-1055	1#	RS -B536-002	314,929.32	367,398.46	367,178.87	85.77	314,929.32	314,929.32		
525-1069	1#	RS -B560-001	127,681.78	145,220.26	144,796.76	88.18	127,681.78	127,681.78		
525-1966	1#	RS -B560-001	12,144.92	13,789.37	13,772.87	88.18	12,144.92	12,144.92		
		PROJ TOTALS	139,826.70	159,009.63	158,569.63		139,826.70	139,826.70		
525-1067	1#	RS -B560-002	61,847.17	70,265.22	70,137.41	88.18	61,847.17	61,847.17		
525-1967	1#	RS -B560-002	10,356.69	11,996.68	11,744.94	88.18	10,356.69	10,356.69		
		PROJ TOTALS	72,203.86	82,261.90	81,882.35		72,203.86	72,203.86		
525-1971	1#	RS -B564-002	18,650.36	21,150.33	21,150.33	88.18	18,650.36	18,650.36		
525-1073	1	RS -B564-003	355,000.00	421,162.21	421,162.23	81.60	343,668.38	343,445.82		222.56

3-15-83

9266

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STATE COPY

FINAL ACCEPTANCE REPORT

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

9266

REGION NO. 10	REPORT NO.	COUNTY Sherman	DIVISION Oregon
DATE OF REPORT March 15, 1983	REPORT MADE BY David J. Stitz		PROJECT NO. RS-443(1)
COMPLETION DATE July 24, 1981	ACCEPTANCE DATE BY CONTRACT AGENCY December 29, 1981	TIME ELAPSED 99 %	CONTRACT TIME 124 CD
APPROVED EXTENSIONS	LOCATION Hay Canyon Creek Bridge Section of FAS B443 (Monkland Rd.) approximately 6 miles east of Moro.		

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.
*A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

1. Description of Improvement as Programed:

   Work on this project, besides additional and incidental, involved (1) construction of roadbed grading, aggregate base and asphalt concrete pavement, and (2) widening of Bridge No. 998.

   The bridge is 34.3 feet long and 20 feet wide.

2. Contractor's Name: Douglas S. Coats, Inc.

3. Contract amount: $83,605.00

4; CERTIFICATION: I certify that the above listed project was completed as programed and in accordance with the procedures and standards contained in the State's approved Certification Acceptance Agreement. Final acceptance by the Federal Highway Administration is requested.

RECEIVED
STATE HWY ENGR
APR 5 '83
REFER TO Keasey
FOR
Info
Inves
R/D
D/R
Sign
Act

NOTED
W. E. SCHWARTZ

Signature (SHD Official) Keasey

Title Construction Engr.

A final inspection of the completed work was made on 9/21/81.

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE Original Signed by D. B. Carter Area Engr. David B. Carter		SIGNATURE G. K. Hossner Original Signed By G. K. HOSSNER Field Operations Engineer	
TITLE Area Engineer	DATE 4/1/83	TITLE Field Operations Engineer	DATE 4/4/83

FORM FHWA-1446 B (12-73) FORMERLY PR-33E

Previous Editions of PR-33E Will Not Be Used.

FAS

DES 16

ROAD DESIGN SECTION

Reid Meritt
Project Manager

January 25, 1982

N. E. Mann
Design Team Supervisor

Hay Canyon Creek Bridge Section
FAS P443(Monkland Road)
Sherman County
Contract No. 9266

✓ Versteeg
Anderson
Adams
Olson
Sullivan
Turpin
Trout
Wakerlig

RECEIVED
JAN 25 1982
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring Up / /
Action

We have reviewed the Construction Narrative on this project and have no comment.

NEM:rw

cc: D. D. Allen

9266

2.

January 7, 1982

United Pacific Insurance Company
Fidelity & Surety Department
P. O. Box 1216
Tacoma, WA 98401

COM 5
#9266

Gentlemen or Ladies:

On December 30, 1981, we wrote to you concerning release of final payment on Contract No. 9266 awarded to Douglas S. Coats, Inc. for work on the Hay Canyon Creek Bridge Section of FAS B443 in Sherman County.

Final payment on this contract is $2,333.04 and the total contract amount is $91,976.91. No work was performed under force account.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

dms

cc: Douglas S. Coats, Inc.
P. O. Box 311
Bend, OR 97701

bc: C. T. Keasey
Walt Hart
Dale Allen

9266 file E.

1-6-82

REPORT OF ACTION UNDER DELEGATED AUTHORITY BY

ASSISTANT STATE HIGHWAY ENGINEER

On behalf of the Commission and under authority delegated to me to accept contracts completed according to specifications, I accepted the following:

Contractor and Contract No.	Section & County	Acceptance Date
Central Oregon Pavers, Inc. No. 9075	Madras Prineville Hwy.-S. McMeen Co. Jefferson County	Dec. 8, 1981
MOCON Corp. No. 9147	S.E. 92nd Ave.-S.E. Lester Ave. Multnomah & Clackamas Counties	Dec. 9, 1981
Kizer Excavating Co. No. 9209	Dundee/Newberg Rd. @ SPRR X'ing Yamhill County	Dec. 10, 1981
Maxwells Electric, Inc. No. 9130	C.B.D. Traffic Signals (Portland) Multnomah County	Dec. 14, 1981
Comco Const., Ore. Ltd. dba Salem Rd. & Driveway Co. No. 9274	McLeod Lane N.E.-Oregon Electric Railroad Marion County	Dec. 16, 1981
Electric Corp. No. 9243	Clackamas Hwy. @ S.E. River Rd. (Milwaukie) Clackamas County	Dec. 15, 1981
W.R. Grasle Co. No. 9166	Walker Rd. @ Cedar Hills Blvd. (Beaverton) Washington County	Dec. 16, 1981
Linnco Electric Co. No. 9230	Santiam Hwy. @ Clay St. (Albany) Linn County	Dec. 15, 1981
Traffic Marking Specialists, Inc. No. 9163	Multn. Co. Pavement Marking Proj. No. 2 Multnomah County	Dec. 11, 1981
F.E. Ward, Inc. No. 9236	Diversion Canal (Joe Wright, Reeder, Spring Lake Rds.) Bridges Klamath County	Dec. 11, 1981
Hamilton Electric, Inc. No. 9202	McKenzie Hwy. @ 42nd. St. (Springfield) Lane County	Dec. 18, 1981
Babler Bros., Inc. No. 9310	Madras - Bear Drive Jefferson County	Dec. 24, 1981

Contractor and Contract No.	Section & County	Acceptance Date
A.K. Lundmark & Son, Inc. No. 9286	Deschutes River (Twin Bridges Rd.) Bridge Deschutes County	Dec. 29, 1981
Hamilton Electric, Inc. No. 8918	S.E. Monterey Ave.-S.E. Harmony Rd. Clackamas County	Dec. 29, 1981
Douglas S. Coats, Inc. No. 9266	Hay Canyon Creek Bridge Sherman County	Dec. 29, 1981
A.K. Lundmark & Son, Inc. No. 9287	Little Deschutes River (Masten Rd.) Bridge	Dec. 30, 1981
Kniesteadt & Sons No. 9283	Powder River (Beaver Creek Rd.) Bridge Baker County	Dec. 30, 1981
Hertz Electric, Inc. No. 9181	Cornell Rd. @ Murray Blvd. Washington County	Dec. 30, 1981

January 6, 1982

C. T. Keasey, P.E., P.L.S.
Asst. State Highway Engineer

9266

STATE COPY

2.

TO BE COMPLETED BY FHWA	.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	te Oregon
MONTHLY TRANSACTION NUMBER 12-253		County Sherman
PROJECT REPORT NUMBER	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	Project Number RS-B443(1)
MODIFICATION NUMBER 1	12/21/81	

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on December 18, 19 79, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 113,815.00	$ 124,990.00
Federal funds	$ 100,361.00	$ 110,214.00
Other revisions		

This modification is made for the following reasons: to include increase in construction costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 21st day of December, 19 81.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Asst. State Hwy. Engineer
(Title)

XXXFor: H.S. Coulter
By

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)
For: Dale E. Wilken

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

Gen File

Oregon State Highway Division
Salem, Oregon December 15, 1981

Federal Aid Project
No. RS-B443(1)

Hay Canyon Cr. (Monkland Rd.) Bridge
Sherman County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code PE
Preliminary Engineering

Preliminary Engineering	All Required	$ 17,400.00

Type Code X080
Structure, Bridge #998 (Mile Point 5.06)

Subtotal of previous estimate of March 19, 1981		$ 84,205.00

Additional Items

Additional Shoring, Cribbing (P.A. #1)	All Required	$ 1,625.00
Additional Structure Concrete (P.A. #1)	All Required	6,186.00
Additional Reinforcement (P.A. #1)	All Required	3,361.98
		$ 11,172.98
	Increase	$ 11,172.98
	SUBTOTAL	$ 95,377.98
	Engineering	12,212.02
	TOTAL	$107,590.00

Length of Structure ---------- 0.006 mi.

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds	County Funds
Preliminary Engineering	$ 17,400.00	$ 15,342.00	$1,029.00	$1,029.00
Structure	107,590.00	94,872.00	6,359.00	6,359.00
TOTAL	$124,990.00	$110,214.00	$7,388.00	$7,388.00

Group 1 100%
Contract No. 9266
Prefix: 528-1961
Prefix: 528-1057

9266

STATE COPY

L.

- TO BE COMPLETED BY FHWA

MONTHLY TRANSACTION NUMBER 4-10

PROJECT REPORT NUMBER

MODIFICATION NUMBER 1

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

3/24/81

m Approved; O M B No. 04-R2089

State OREGON

County SHERMAN

Project Number RS-B443(1)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on December 18, 1979, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 17,400.00	$ 113,815.00
Federal funds	$ 15,338.00	$ 100,361.00
Other revisions		

This modification is made for the following reasons: Adding Construction Phase.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 24th day of March, 1981.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Operation Programming Engineer
(Title)

~~By~~ For: H. S. Coulter

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: R. B. Hathaway (Acting)

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

88717

file

Oregon State Highway Division
Salem, Oregon March 19, 1981

Federal Aid Project
No. RS-B443(1)

Hay Canyon Cr. (Monkland Rd.) Bridge
Sherman County

PROJECT AGREEMENT ESTIMATE

Type Code PE
Preliminary Engineering

Preliminary Engineering		All Required	$17,400.00

Type Code X080
Structure, Bridge #998 (Mile Point 5.06)

Mobilization		All Required	$ 7,000.00
Temporary Protection and Direction of Traffic		All Required	500.00
Temporary Signs	155 Sq. Ft.	5.00	775.00
Temporary Continuous Rail Traffic Barriers, Reflectorized	275 Lin. Ft.	7.00	1,925.00
Temporary Guard Rail, Type 1A, Reflectorized	38 Lin. Ft.	8.00	304.00
Flagmen	80 Hour	1.00	80.00
Removal of Structures and Obstructions		All Required	400.00
Embankment in Place	230 Cu. Yd.	8.00	1,840.00
Toe Trench Excavation	135 Cu. Yd.	10.00	1,350.00
Aggregate Base	300 Ton	20.00	6,000.00
Class "C" Asphalt Concrete	100 Ton	85.00	8,500.00
Guard Rail, Type 2A	138 Lin. Ft.	12.00	1,656.00
Guard Rail, Type 3	100 Lin. Ft.	27.00	2,700.00
Guard Rail Anchors, Type 1	1 Each	350.00	350.00
Rail End Pieces, Type C	4 Each	100.00	400.00
Type 1 Fence	150 Lin. Ft.	3.00	450.00
Loose Riprap, Class 700	370 Cu. Yd.	10.00	3,700.00
Filter Fabric	270 Sq. Yd.	1.50	405.00
Alterations to Existing Structure		All Required	5,000.00
Shoring, Cribbing, Etc.		All Required	1,500.00
Structure Excavation	120 Cu. Yd.	9.00	1,080.00
Special Wall Backfill	105 Cu. Yd.	10.00	1,050.00
Structural Concrete, Class 3300	79 Cu. Yd.	All Required	19,000.00

4'x30'/35' Prestressed Slabs	5 Each	2,000.00	10,000.00
Reinforcement	9,800 Lbs.	All Required	5,000.00
Metal Rail with Tubing	88 Lin. Ft.	30.00	2,640.00
			$83,605.00

Anticipated Items		
Permanent Pavement Striping	All Required	$ 600.00
	SUBTOTAL	$84,205.00
	Engineering	12,210.00
	TOTAL	$96,415.00

Length of Structure --------- 0.006 mi.

Work Retained in Program Status
(not included in amounts below)

Roadside Seeding and Mulching	All Required	$ 500.00

SUMMARY OF FUNDS (88.18%)

Description	TOTAL COSTS	FEDERAL FUNDS	STATE FUNDS	COUNTY FUNDS
Preliminary Engineering	$ 17,400	$ 15,342	$ 1,029	$ 1,029
Structure	96,415	85,019	5,696	5,696
TOTAL	$113,815	$100,361	$ 6,725	$ 6,725

Group 1 100%
Contract No. 9266
Prefix 528-1961
Prefix 528-1057

STATE COPY

OMB No. 04-R2089

2

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO. 1-53	U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION **FEDERAL-AID PROJECT AGREEMENT** 12-18-79	Oregon County: Sherman Project No.: RS-B-493(1)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Co. Rd., Approx. 5½ miles E. of Moro

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING	12-4-79	0.01
RIGHTS-OF-WAY		
CONSTRUCTION		
OTHER *(Specify)*		

FUNDS PRO RATA 88.15%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 17,400.00	$ 15,338.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By ______________________

Asst. State Highway Engineer
(Title)

By For: H. S. Coulter

State Highway Engineer
(Title)

By ______________________

____
(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By ______________________
(Division Administrator)

For: G. L. Green

Date executed by Division Administrator DEC 6 1979

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Gen. File

Oregon State Highway Division
Salem, Oregon December 13, 1979

Federal Aid Project
~~No. RS-8433(1)~~
No. RS-443(1)

Hay Canyon Cr.(Monkland Rd.) Bridge Section
County Road in Sherman County

Project Agreement Estimate

Type Code PE
Preliminary Engineering

Preliminary Engineering	All Required	$ 17,400.00
	Total	$ 17,400.00

Length of Project- - - - -0.01 mile

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds	County Funds
Preliminary Engineering	$ 17,400.00	$ 15,338.00	$ 1,268.00	$ 794.00
Retain in Program PS&E Status	92,600.00	81,626.00	5,487.00	5,487.00
Total	$110,000.00	$ 96,964.00	$ 6,755.00	$6,281.00

Group 1-100%
Prefix 528-1961

9266

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FORM 81-734-3661
OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: HAY CANYON CREEK BRIDGE
WEEK ENDING: August 22, 1981
SECTION PREFIX: 528-1057
HIGHWAY: FAS B 443 (Monkland Co. Rd.)
COUNTY: Sherman
NAME OF JOB: HAY CANYON CREEK BRIDGE
KIND OF WORK: Structure Widening, Grading & Paving
CONTRACTOR: Douglas S. Coats, Inc.
CONTRACT NUMBER: 9266
FEDERAL AID PROJECT NUMBER: RS-443(1)
DATE OF CONTRACT: March 11, 1981
DATE WORK STARTED: March 26, 1981
ESTIMATED COMPLETION DATE: July 26, 1981
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0
SPECIFIED WORK DAYS:
WORK DAYS USED:
SPECIFIED CALENDAR DAYS: 125
CALENDAR DAYS USED: 124
SPECIFIED COMPLETION DATE: —
PERCENT OF TIME ELAPSED: 99
PROJECT AUTHORIZATION: $96,987.23
EXCLUSIVE OF ENGINEERING: $88,516.73
ENGINEERING AUTHORIZATION: $8,470.50
PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 99
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $93,045.32
ENGINEERING COST TO DATE: $6,500.00
PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 99
DATE PROJECT WAS COMPLETED: July 24, 1981
ESTIMATED PERCENT: OVERRUN ~~UNDERRUN~~ 5.1%
PERCENT OF AUTHORIZATION: 77 %

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
N/A	N/A	100	100	100	N/A		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	.15	.15			.15
MILES PARTIALLY COMPLETED	.15	.15			.15
MILES COMPLETED	.15	.15			.15
TOTAL ESTIMATED QUANTITIES (CONTRACT)	230 CY	300 TONS			100 Ton
TOTAL QUANTITIES CORRECTED TO DATE	230 CY	186.5 T			79.2 T
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	230 CY	186.5 T			79.2 T
AVERAGE DAILY QUANTITIES	—	—			—
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME	complete	complete			complete
NUMBER OF SHIFTS PER DAY	—	—			—
HOURS PER SHIFT	—	—			—

EQUIPMENT USED DURING THE WEEK: NONE

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	998							
PERCENT	100%							

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 16	Fair, hot	0		
MONDAY 17	Fair, hot	0		
TUESDAY 18	Fair, hot	0		
WEDNESDAY 19	Fair, hot	0		
THURSDAY 20	Fair, hot	0		
FRIDAY 21	Fair, hot	0		
SATURDAY 15	Fair, hot	0		

K
ASHE RECEIVED OM
CAE CA
FOE AUG 24 1981 LE
QCE TC
SCS FE
EEO CONSTRUCTION BRANCH CP

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY 16	[redacted]ITY ALL WEEK
MONDAY 17	
TUESDAY 18	
WEDNESDAY 19	
THURSDAY 20	
FRIDAY 21	
SATURDAY 15	

REMARKS

Pr[redacted]pleted July 24, 1981, with exception of some anchor bolts which are on ba[redacted]with supplier, Portland Bolt Co. These will be supplied and installed as [redacted] the supplier receives them from the manufacturer. 2nd Notification has[redacted]bmitted and the semi-final estimate is being prepared for submittal.

SIGNED Walter Bartel LOCATION THE DALLES
FOR W. REID MERITT

PRIME RESIDENT SU[redacted]WHEN BRIDGES AND GRADING BOTH ARE INVOLVED SUBMIT 3 COPIES

SP-7216

9266

February 27, 1981

ACC

Sherman County Court
Courthouse
P.O. Box 365
Moro, Oregon 97039

Attn: Honorable Merle Hoskinson
County Judge

Gentlemen:

On February 26, 1981 the Highway Division received a satisfactory bid from Douglas S. Coats Inc., P.O. Box 311, Bend, Oregon 97701 for the Hay Canyon Creek (Monkland Road) Bridge Section. This is an FAS-C Project No. RS-443(1). Based upon the contractor's bid the County's Advance Deposit will be:

Bid Items	$ 83,605.00
Permanent Pavement Striping	$ 600.00
Roadside Seeding and Mulching	500.00
4 1/2% Contingencies	3,811.73
10% Engineering	8,470.50
ESTIMATED CONSTRUCTION COST	$ 96,987.23
Estimated P.E. Costs	16,000.00
ESTIMATED PROJECT COST	$112,987.23
Less Federal Funds (88% of $112,987.23)	99,428.76
	$ 13,558.47

85,350

Rec'd 3-18-81

Informed John Hagedorn

County share of cost is 1/2 of $13,558.47 = $ 6,779.23

By rounding the County's Advance Deposit will be $6,800.00

We will award the contract when we receive your advance deposit, which should be in this office no later than March 20, 1981.

The attached sheet describes the three options for making your advance deposit. Please select the option you desire and submit your advance deposit according to the instructions.

Very truly yours,

D. E. Swan
Operation Programming Engineer

HR:pf
Attachment

bcc w/AD # 873: John Hagedorn, Region 4 Federal Aid Engineer
Vern Skoog - Please return completed AD # 873 when advance deposit is received.

9266

1-81

```
                                                  TOT         P1                 499.61                4,145.34               19,193.59
                                               ** JOB TOTALS **                  499.61  **            4,145.34  **           19,193.59  **

                                                                                                                                          STATE
  WAY CAN CR (MONKLAND) BR     CONT NO            FA PROJ NOS RS   443001 100
                                    528    1961       296        00 N 9          1,136.74CR            8,265.34CR             12,934.98CR
                                    528    1961       298        00 N 9          1,136.74              8,265.34               12,934.98
                                    528    1961       901        00 P 1                                  468.68                4,990.02



                                                                                                JANUARY 1981          PAGE  798
TOTAL TO DATE JOB COST SUMMARY
                                                                                                  FISCAL              GRAND TOTAL
                                                                                               YEAR TO DATE             TO DATE
DESCRIPTION OF JOB OR DEPARTMENT        PREFIX       FUNCTION    GR   CURRENT MONTH
                                    528    1961       905        00 P 1              14.87             2,136.13              2,136.13
                                    528    1961       906        00 P 1                                    2.06                  2.06
                                    528    1961       909        00 P 1                                  439.36                439.36
                                    528    1961       913        00 P 1                                   19.37                 19.37
                                    528    1961       914        00 P 1                                     .90                   .90
                                    528    1961       918        00 P 1                                  853.00                853.00
                                    528    1961       920        00 P 1                                                         14.07
                                    528    1961       921        00 P 1             384.44               613.28                613.28
                                    528    1961       922        00 P 1                                   26.83                 26.83
                                    528    1961       923        00 P 1              44.82                71.40                 71.40
                                    528    1961       926        00 P 1                                  485.31              1,576.31
                                    528    1961       927        00 P 1             541.95             4,752.45              4,752.45
                                                      TOT         P1                986.08             9,868.77             15,495.18
                                                   ** JOB TOTALS **                 986.08  **         9,868.77  **         15,495.18  **

                                                                                                                                          STATE
  NEHALEM RIVER BRIDGE .       CONT NO          * FA PROJ NOS RS   727001 100                                               28,957.31CR
                                    529    1967       296        00 N 9                                                      1,000.00
                                    529    1967       297        00 N 9                                                     27,957.31
                                    529    1967       298        00 N 9                                                        485.83
                                    529    1967       901        00 P 1                                                         60.06
                                    529    1967       902        00 P 1                                                     24,015.00
                                    529    1967       904        00 P 1                                                        449.22
                                    529    1967       905        00 P 1                                                      1,542.[illegible]
                                    529    1967       906        00 P 1                                                        918.71
                                    529    1967       910        00 P 1                                                         11.59
                                    529    1967       911        00 P 1                                                         39.64
                                    529    1967       914        00 P 1                                                         30.45
                                    529    1967       918        00 P 1                                                        152.54
                                    529    1967       920        00 P 1                                                      1,[illegible]
                                    529    1967       921        00 P 1                                                        126.[illegible]
                                    529    1967       922        00 P 1                                                      3,050.30
                                    529    1967       923        00 P 1                                                        512.10
                                    529    1967       980        00 P 1                                                     32,584.28
                                                      TOT         P1                                                        32,584.28
                                                   ** JOB TOTALS **                          **                  **         32,584.28  **

                                                                                                                                          STATE
  WALLA WALLA RIV BR (MULT-FRUIT CONT NO        * FA PROJ NOS RS   311601 100
```

9266.

PAS B443

ENVIRONMENTAL REVIEW CHECKLIST

ALL CLEAR 1/27/81
Donald L

Feb. 26, 1981 Bid Letting ________ All Clear Deadline

SECTION Hay Canyon Creek Bridge
Highway FAS B443
County Sherman Region 4
Type of Work Structure Funds FAS-C
State ___ Consultant ___ Plans Avail. ___ Yes ___ No

DOCUMENTS:

	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR
EIS	X				
Negative Declaration	X				
Project Assessment		X			X
Write-off Letter	X				

PERMITS:

	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR
Division of State Lands		X			
D.O.G.M.I.	X				
Corps of Engineers		X			X
Coast Guard	✓				
Co. Conditional Use	X				
NPS Air Pollution	X				
NPS Water Pollution	X				

CULTURAL:

	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR
Cultural Survey		X			X
Cultural Salvage	X				

NOISE:

	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR	
Noise Study		X			X	statewide

9-346

Section Hay Canyon Creek Bridge Programming Estimate $ 127,000

Highway FAS B443 (Conkland Rd.) Project Length —

County Sherman Completion Time 125 CD

Kind of Work Grading, Paving & Structure Widening Est. Comp. Date Aug 1, '81

Prefix 528-1961 Letting Date 1-26-'81 Project No. RS-443(1)

ROUTING SLIP—DEPT. OF TRANSPORTATION Date: 1-20-81

Director
Asst. Dir.-Administration
Accounting (Highway)
Administrative Services
Bridge
Chief Counsel
Commission Services
Construction
Data Processing (Trans. Bldg.)
Employee Development
Engineering (Design)
Environmental
Equipment Shops & Storeroom
Finance (DOT)
FHWA
General Files
Industrial Engineers

Information System (Lana Ave.)
Labor Relations
Landscape
Library
Location
Mail Room
Maintenance
Materials & Research
Motor Vehicles
Organization & Manpower Services
Parks & Recreation
Permits & Weighmaster
Personnel Operations
Photocopy
Project Management & Operations Planning
Public Affairs

Public Transit
Radio
Records Management
Right of Way
Safety & Health Services
Sign Shop
State Highway Engineer
Technical Services Engr.
Traffic Signal Unit
Traffic
Transportation Policy & Program Development
Travel Information
Utilities
Metropolitan
[✓ Region Number 4]
District Number
Resident Engineer

ATTENTION: John Hagedorn

FROM: Proj. Mngt.

COMMENTS: Please inform the county.

Form 731-0022 (6-80) SP*71262-734

ONSTRUCTION AUTHORIZATION

ontract Amount . . . . $ 111,054.00

600

500

$ 1,100.00

1-21-81 John Hagedorn say County said OK

Subtotal $ 112,154.00

Contingencies (4-1/2%) 5,046.93

Engineering (8, [✓ 9,] 10%) 10,093.86

~~Subtotal~~ $

Credit for ______________ . . . .

Estimated Net Authorization, Construction . . . . $ 127,294.79

APPROVED

Est. P.E. Cost	15,000.00
Est. Project Cost	$ 142,294.79
Less Federal Funds (88% of $142,294.79)	125,219.42
	17,075.37

Road Design Engineer

County share ½ of $17,075.37 $8,537.69

Bm

Section Hay Canyon Creek Bridge Programming Estimate $ 127,000
Highway FAS B443 (Monkland Rd.) Project Length —
County Sherman Completion Time 125 CD
Kind of Work Grading, Paving & Structure Widening Est. Comp. Date Aug 1, '81
Prefix 528-1961 Letting Date Feb. 26, '81 Project No. RS-443(1)

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount . . . . $ 111,054 00

Anticipated Additional Items:		
Royalty Payment.		
Permit Fees		
Slide Correction		
Railroad Protective Costs		
Other Railroad Costs		
Permanent Signing		
Permanent Pavement Striping.	600	
Temporary Pavement Striping.		
Remove Pavement Striping (Exist. & Temp.) . . .		
Temporary Erosion Control		
State Furnished ________		
Roadside Seeding & Mulching	500	$ 1,100 00
Asphalt Cement Adjustment.		
On the Job Trainees		
State Responsibility for Damages		
Signal Controller Testing (Engineering)		
Bikeway Signs		
Furnish Mailbox Posts		
Adjust Utilities:		
________		
________		
________		
________		
________		

Subtotal $ 112,154 00

Contingencies (4-1/2%) 5,046 93

Engineering (8, [✓ 9], 10%) 10,093 86

~~Subtotal~~ $

Credit for ________________ . . . .

Estimated Net Authorization, Construction . . . . $ 127,294 79

APPROVED

Est. P.E. Cost 15,000.00
Est. Project Cost $ 142,294.79
Less Federal Funds (88% of $142,294.79) 125,219.42
17,075.37

Road Design Engineer County share 1/2 of $17,075.37 = $8537.69

OREGON STATE HIGHWAY DIVISION

~~SUMMARY BID SCHEDULE~~ COST ESTIMATE

Sheet 1 of 2

Date Jan. 6, '81

ection Hay Canyon Creek Bridge

County Sherman

ind Of Work Grading, Paving & Structure Wide.

Length –

Name Bricher

Item	Code	Unit	Quant.	Unit Cost	Total
Mobilization		All	All	9%	9,200-
Temporary Protection and Direction of Traffic		All	All	-	3,410-
Temporary Signs		Sq. Ft.	155	6-	930-
Temporary Continuous Rail Traffic Barriers, Reflectorized		Lin. Ft.	275	8-	2,200-
Temporary Guard Rail, Type 1A, Reflectorized		Lin. Ft.	38	18-	684-
Flagmen		Hour	80	26-	2,080-
ROADWORK					
Removal of Structures and Obstructions		All	All	-	1,000-
Embankment in Place		Cu. Yd.	230	10-	2,300-
Toe Trench Excavation		Cu. Yd.	135	10-	1,350-
Aggregate Base		Ton	300	19-	5,700-
Class "C" Asphalt Concrete		Ton	100	60-	6,000-
Guard Rail, Type 2A		Lin. Ft.	138	15-	2,070-
Guard Rail, Type 3		Lin. Ft.	100	28-	2,800-
Guard Rail Anchors, Type 1		Each	4	350-	1,400-
Rail End Pieces, Type C		Each	4	100-	400-
Type 1 Fence		Lin. Ft.	150	5-	750-
Loose Riprap, Class 700		Cu. Yd.	370	20-	7,400-
Filter Fabric		Sq. Yd.	270	3-	810-

OREGON STATE HIGHWAY DIVISION

~~SUMMARY--BID SCHEDULE~~--COST ESTIMATE

Sheet 2 of 2

Date Jan. 6, '81

ection Hay Canyon Creek Bridge

County Sherman

ind Of Work Grading, Paving & Structure Wide. Length -

Name Bricher

Item	Code	Unit	Quant.	Unit Cost	Total
STRUCTURE					
Alterations to Existing Structure		All	All	-	2,000-
Shoring, Cribbing, Etc.		All	All	-	2,000-
Structure Excavation		Cu. Yd.	120	18-	2,160-
Special Wall Backfill		Cu. Yd.	105	12-	1,260-
(79 C.Y. @ $400) Structural Concrete, Class 3300		All	All	-	31,600-
(4)(34)(15) + 150(2.50) 4'x 30'/35' Prestressed Slabs		Each	5	2,450-	12,250-
(9,800 lbs. @ 0^{50}) Reinforcement		All	All	-	4,900-
Metal Rail with Tubing		Lin. Ft.	88	50-	4,400-

```
                                          TOT     P1              462.45            3,645.73            18,693.98
                                       ** JOB TOTALS **           462.45  **        3,645.73  **        18,693.98  **

                                                                                                                   STATE
 HAY CAN CR (MONKLAND) BR    CONT NO       FA PROJ NOS RS  443001 100
                             528  1961     296     00 N 9        1,949.45CR          7,128.60CR         11,798.24CR
                             528  1961     298     00 N 9        1,949.45            7,128.60           11,798.24
                             528  1961     901     00 P 1                              468.68            4,990.02
                             528  1961     905     00 P 1          279.84            2,121.26            2,121.26
                             528  1961     907     00 P 1                                2.06                2.06
                             528  1961     906     00 P 1                              439.36              439.36
                             528  1961     909     00 P 1                               19.37               19.37
                             528  1961     913     00 P 1                                 .90                 .90
                             528  1961     914     00 P 1                              853.00              853.00
                             528  1961     918     00 P 1                                                   14.07
                             528  1961     920     00 P 1          152.56              228.84              228.84
                             528  1961     921     00 P 1                               26.83               26.83
                             528  1961     922     00 P 1                               26.58               26.58
                             528  1961     923     00 P 1
```

```
 TOTAL TO DATE JOB COST SUMMARY                                                DECEMBER 1980         PAGE  770
                                                                                   FISCAL            GRAND TOTAL
 DESCRIPTION OF JOB OR DEPARTMENT      PREFIX      FUNCTION   GR  CURRENT MONTH   YEAR TO DATE        TO DATE
                                     528  1961     926     00 P 1                      485.31            1,576.31
                                     528  1961     927     00 P 1      1,579.46      4,210.50            4,210.50
                                                   TOT        P1       2,011.86      8,882.69           14,509.10
                                                ** JOB TOTALS **       2,011.86  **  8,882.69  **       14,509.10  **

                                                                                                                   STATE
   NEHALEM RIVER BRIDGE             CONT NO      * FA PROJ NOS RS  727001 100
                                     529  1967     296     00 N 9                                       28,957.31CR
                                     529  1967     297     00 N 9                                        1,000.00
                                     529  1967     298     00 N 9                                       27,957.31
                                     529  1967     901     00 P 1                                          485.83
                                     529  1967     902     00 P 1                                           60.06
                                     529  1967     904     00 P 1                                       24,015.00
                                     529  1967     905     00 P 1                                          449.22
                                     529  1967     906     00 P 1                                        1,542.25
                                     529  1967     910     00 P 1                                          918.71
                                     529  1967     911     00 P 1                                           11.59
                                     529  1967     914     00 P 1                                           39.64
                                     529  1967     918     00 P 1                                           30.45
                                     529  1967     920     00 P 1                                          152.54
                                     529  1967     921     00 P 1                                        1,184.77
                                     529  1967     922     00 P 1                                          126.82
                                     529  1967     923     00 P 1                                        3,050.30
                                     529  1967     930     00 P 1                                          517.10
                                                   TOT        P1                                        32,584.28
                                                ** JOB TOTALS **                  **            **      32,584.28  **

                                                                                                                   STATE
 WALLA WALLA R/V BR (MILT-FRWT CONT NO          * FA PROJ NOS RS  311601 100
```

9266

STATE OF OREGON

INTEROFFICE MEMO

TO: D. D. Allen
Region IV Engineer

DATE: January 6, 1981

DES 23
Br. 998A

FROM: J. E. Backstrand
Supervising Structural
Design Engineer

SUBJECT:
Hay Canyon Creek Bridge Widening
Hay Canyon Creek Bridge
FAS B443 (Monkland Road)
Sherman County
Bridge No. 998A

Enclosed are two reduced prints of Drawings 35714 through 35717 which are the advance detail drawings for the subject structure. Also enclosed are plans for the existing structure.

Our present estimate of costs for the proposed contract is as follows:

Grading and Paving	$32,000
Structure	57,000
20% Engineering and Contingencies	17,800
TOTAL	$106,800

It is planned to call for bids on this section on February 26, 1981.

Please make a field review and return one set by January 15, 1981, with your comments and/or corrections noted thereon.

RAJ:jrb

Enclosures

cc: Lloyd Gosson, Sherman County w/ 2 sets enclosures
H. A. Schell /w/ 2 sets
Specs Unit /w/ 1 set plus estimate sheet (checked) and designer's notes
Construction /w/ 1 set
Utility Unit /w/ 1 set
County-City Unit
Engineering /w/ 1 set
Reid Meritt, Resident Engineer /w/ 1 set

117 DOT Building
Salem, Oregon 97310
9266

Highway # 528

12-22-80

Prefix 528-1961

Attention: Right-of-Way Section

Subject: Federal Aid Project No. RS-443(1)
Project Name Hay Canyon Creek Bridge
Monkland Road

Regarding the above referred to federal aid project, we hereby certify that to the best of our knowledge and belief:

A. Existing Right-of-Way

☐ 1. All construction can be accomplished completely within the existing right-of-way. This existing right-of-way was acquired prior to January 2, 1971.

B. New Right-of-Way

☒ 1. This project required additional right-of-way purchased after January 2, 1971. Right-of-way, easements, or rights-of-entry required for this project have been secured in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, and all incidental charges related to the transfer of property will be paid by the county in accordance with said Act.

☒ a. There has been no displacement of persons from residences, farms or businesses.

OR

☐ b. There has been displacement of persons from either residences, farms or businesses and in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, displaced persons, businesses, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals or families have been relocated to decent, safe and sanitary housing or have been offered decent, safe, sanitary and fair housing immediately available on the open market.

C. Utilities

☒ 1. The occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to federal aid project have been authorized by permit, franchise, or other approved procedure.

Signed at Moro, Oregon, this 22nd day of Dec., 1980

County of Sherman

Maie Hockinson
County Judge/Chairman

Dewey Thomas
Commissioner

John Schadewitz
Commissioner

Certified By:

Regional Right-of-Way Supervisor
Date Dec. 24, 1980

Instructions: Complete A or B and C.
R/W File No. ________
Rev. 1/76

9266

STATE OF OREGON

INTEROFFICE MEMO

TO: Mr. Dale Allen
Region 4 Engineer Attn. John Hagedorn

DATE: September 29, 1980

DES 23
Br 998A

FROM: J. E. Backstrand
Supervising Structural
Design Engineer

SUBJECT:
Hay Canyon Creek Br. Widening
Hay Canyon Creek Br. Sec.
Monkland Rd., FAS-B443
Sherman County
Bridge 998A

Enclosed are four reduced prints of drawings 35605 and 35428 which are the preliminary plan and elevation and vicinity map for the subject structure.

Note that concrete bridge approach panels have not been included in this project.

Our present estimate of costs for the proposed contract is

Grading and Paving	$ 28,800
Structure	57,500
Engineering and Contingencies (20%)	17,200
TOTAL	$103,500

Please use these prints to obtain the approval of Sherman County. Return one set of prints to this office as soon as possible with the appropriate approval stamped thereon.

We plan to call for bids on this project in April 1981.

RAJ:dh
Enclosures

cc H. A. Schell /w/ 1 set encls.
Engineering /w/ 1 set encls.
Local Government /w/ 1 set encls.
Environment (M. Banks) /w/ 1 set encls.

164
4/24
41

PROJECT MANAGEMENT BRANCH
ASHE ☐ STE ☐
PLE ☐ RE ☐ PRE ☑
SEP 30 1980
REFERRED TO HAC
FOR
FILE: PM FA LG.

SP*75683-12

Contains Recycled Materials
81-125-1367

9266

STATE OF OREGON **INTEROFFICE MEMO**

ROW 12

TO: H. G. Brainerd
Reg. R/W Supervisor
REGION 4

DATE: August 27, 1980

FROM: Adele L. Egan
R/W Office Unit Supervisor

SUBJECT: File 51526
Hay Canyon Creek Br. Sec.
Monkland County Road
Sherman County

Attached are two copies of one original Option form covering right of way to be acquired in connection with the Hay Canyon Creek Bridge Section of Monkland County Road in Sherman County. This contract is scheduled for letting in the fiscal third quarter of 1981.

We understand that the County is to acquire the right of way.

Enclosed for your information are copies of the Authorization List and Mr. Wakerlig's letter of August 20, 1980.

We are attaching three prints of Map 1R-4-741 covering this area and bearing our date of August 26, 1980.

File No.	Name	Area
51526	Donald and Sharon L. Thompson	0.2 ac.

AC:nn
Enc. 1 Option etc.
cc: Dale Allen/2 prints
Appraisal/1 print & Auth. List
F. Lowe
Title/1 print
A. Riveness/Exhibit
✓ Don Harwell

✓ H
Don H.

Contains
Recycled
Materials

81-125-1387

9266

STATE OF OREGON
HIGHWAY DIVISION - ODOT

INTEROFFICE MEMO
LOC 8

TO: FILE

DATE: July 22, 1980

Gene M Finley

FROM: Gene M. Finley
Hydraulic Specialist

SUBJECT: Hay Canyon Creek Bridge
Monkland Road
Sherman County

The proposed project will widen the existing 32-foot long, single-span prestressed slab structure.

HYDROLOGY

Hay Canyon Creek is a south-east tributary of the John Day River and drains approximately 23.5 square miles above the proposed bridge site. The following recurrence interval vs. peak discharge was determined using both the recorded data for the December, 1964 flood from gage number 14-4806 located at the bridge site and the John Day River Basin (Zone II) design chart contained in the OSHD Hydraulics Manual.

Recurrence Interval	Peak Discharge
100-year	3,400 cfs
50-year	2,800 cfs
25-year	2,250 cfs
10-year	1,600 cfs
5-year	1,200 cfs

The largest known flood occurred December 21, 1964, with a peak basin runoff at the bridge site of 176 cfs/mi^2. The field crew determined the peak highwater for this flood from local residents as being up to the bottom of the existing bridge beams. It is estimated that this highwater represented the 200-year flood with a peak discharge of 4,140 cfs.

HYDRAULIC DESIGN

Since the existing structure will readily handle a 200-year flood (with an estimated highwater along the upstream embankments of 1,515.8 feet (MSL) which includes 4.6 feet of backwater), no design flood was selected.

The proposed widening will have no effect on the existing hydraulic characteristics of the crossing. Average velocity through the structure would be 20+ fps.

HAL

Don H.

Contains Recycled Materials
81-125-1387

RIPRAP

It is suggested that the upstream ends of the wing walls be protected with a three-foot blanket of class 700 loose riprap. A nine-inch thick filter blanket will be required.

GMF:ge
Attach.

cc: Frank Terpin W/Att.
Walt Hart "
J. Davis "
Don Harwell "
D. Christensen "
H. Schell, FHWA "
Dale Allen "

PROJECT MANAGEMENT BRANCH
ASHE ☐ STE ☐
PLE ☐ RE ☐ PRE ☑
JUL 23 1980
REFERRED TO ____________
FOR ____________
FILE: FM [illegible]

HYDRAULIC DATA

	DESIGN FLOOD	INTERMEDIATE REGIONAL FLOOD	MAXIMUM FLOOD YEAR (1964)
Discharge- cfs			4140
Discharge- m^3/s			
Frequency -yrs.		~~100~~	200
H.W. Elevation Natural Channel ft.			1511.2
H.W. Elevation Natural Channel m.			
H.W. Elevation Channel Change ft.			
H.W. Elevation Channel Change m.			
Average Velocity fps			20.+
Average Velocity mps			

NOTE FOR A CANAL: "DESIGN FLOOD" = Design Flow
"Discharge" = Capacity

REMARKS:

OREGON STATE HIGHWAY DIVISION
HYDRAULICS UNIT

HAY CANYON CREEK BRIDGE
MONKLAND ROAD
SHERMAN COUNTY

COMPILED BY: GENE M. FINLEY

DATE: JULY 22,1980

9266

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE

1859

FILE:

FROM: W. Reid meritt
Resident Engineer
The Dalles
TO:

SUBJECT: Hay Canyon Creek Bridge
Monkland Road
Sherman County

The following is a cost break down by bid item:

Bid Item	Item	Unit	Quantity	Unit Price	Total
1	Mobilization	Lump Sum	All	Lump Sum	5027.00
2	Temporary Prot. & Direction of Traffic	Lump Sum	All	Lump Sum	628.00
3	Temporary Signs	Square Foot	90	6.00	540.00
4	Temporary Barricades	Each	4	125.00	500.00
5	Temporary Guard Rail Type 1A Reflectorized	Linear Feet	50	8.00	400,00
6	Removal of Structure and Obstructions	Lump Sum	All	Lump Sum	1000.00
7	Flagging	Hour	40	23.00	920.00
8	Embankment In Place	Cu. Yd.	150	6.50	975.00
9	Aggregate Base	Cu.Yd.	100	15.00	1500.00
10	Aggregate Shoulder	Cu.Yd.	10	20.00	200.00
11	Class "C" Asphalt Concrete Mixture	Ton	85	90.00	7650.00
12	Guardrail Type 3	Linear Ft.	100	30.00	3000.00
13	Guardrail Type 2A	Linear Ft.	25	15.00	375.00

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE:

INTER-OFFICE CORRESPONDENCE

FROM: W. Reid Meritt
Resident Engineer
The Dalles
TO:

SUBJECT: Hay Canyon Creek Bridge
Monkland Road
Sherman County

Bid Items Continued

Bid Item	Item	Unit	Quantity	Unit Price	Total
14	Guard Rail Anchors Type 1	Each	4	350.00	1400.00
15	Rail End Pieces Type "C"	Each	4	160.00	640.00
16	Install Fence	Linear Ft.	50	10.00	500.00
17	Rip Rap Class 700	Cu.Yd.	40	30.00	1200.00
	Structure				42,042.00
	35'x20'x1.10x39/ft^{2}x1.4			TOTAL	$ 68,497.00

9266

SITE INSPECTION
HAY CANYON CREEK (MONKLAND) BRIDGE NO. 998
MONKLAND COUNTY ROAD
SHERMAN COUNTY

E	ARE	RDE		

JUN 19 1980

FILE

LOCATION:

The existing structure to be improved is at M.P. 5.06 on Monkland County Road, approximately 0.65 of a mile east of Monkland, Oregon. This is in the SW¼, SE¼, Sec. 7, T.1S., R.18E. W.M. The structure spans Hay Canyon Creek which flows generally from south to north.

EXISTING STRUCTURE:

The present bridge was originally constructed in 1919. Bridge type is a single span concrete girder and the bridge trends N 75 degrees West. The dimensions of the existing structure are as follows: Length is 32 feet, total width is 22 feet, 8 inches, and roadway width is 19 feet, 4 inches. The bridge deck is concrete slab, covered by an oil mat wearing surface, with wood side rails. The end abutments are supported by concrete head walls with spread footings resting on bedrock.

The existing structure is in good condition. There are some hairline cracks in the concrete structures (mainly the headwalls) but these appear to be superficial. There is light spalling of the concrete at one of the rail posts and along the concrete curbing. Since the bridge is narrow, quite a bit of damage to the curbs and side railings has been caused by collisions or farm equipment.

AREA:

Rolling hills dissected by intermittent streams indicative of a mature landscape characterizes the vicinity surrounding the existing bridge. A 3 foot - 5 foot thick layer of brown sandy loam, which supports dry land grain farming, overlies columnar jointed basalt of the Columbia River Basalt Formation. Hay Canyon Creek is an intermittent stream which is usually dry during the summer months, but contains runoff during Winter and Spring, and is subject to flash flooding. The stream bed is rocky, and cut into the basalt bedrock. Scouring is moderate and when stream flow slows, silts and sands begin to form small bars at various points along the streambed. The banks of Hay Canyon Creek are heavily vegetated with low trees, sage brush, wild roses, grass, cattails, and wild grains. The banks around the headwalls have been backfilled with granular material and appear to be quite stable.(This bridge is one of the few in the area that survived the 1964 flood).

UTILITIES:

An underground phone line spans Hay Canyon at this location, utilizing the existing bridge for support. It is connected to the south facing side of the bridge. No other utilities are in close proximity.

FOUNDATION:

Two test borings were made at this site: Test hole 80-1 and Test hole 80-2. The borings were placed on a East-West alignment respectively, both being on the upstream (south) side of the existing bridge. From ground level to a depth of 15-16 feet is fill rock which appears to have been taken from adjacent basalt cuts. From this depth to the end of the holes at a depth of 25 feet, dense, dark gray-black, fine grained basalt was encountered. Bedrock elevation is at 1502.6 feet on the east side, and at 1506.2 feet on the west side of the existing bridge.

9266

PROJECT NARRATIVE
Hay Canyon Creek Bridge
Sherman County
Prefix 568-1961-901
W.R. Meritt Res. Eng.

Sherman County proposes to widen existing structure on upstream side to obtain 32 foot roadway. Existing structure (Bridge No. 998) appears to conform to Drawing No. 3009, except that standard concrete handrails do not exist (See sketch and project pictures). Widening of structure on upstream side would improve road alignment. Existing wing wall design has a tapered wall for last 12 feet and shoulder material keeps falling down 1 to 1 slope eroding into roadway. New wing wall should be kept to road shoulder grade to prevent this maintenance problem.

Widening of existing structure can be accomplished by removing upstream deck overhang to exterior beam. Extend footings and abutments to accommodate 5-4 foot wide prestressed slabs. Reinforcing steel to be doweled into existing footings and abutments. Existing upstream wing walls and abutments to remain in place, but will be necessary to cut off upper portion outside of upstream exterior beam to facilitate placement of prestressed slabs for structure widening. Old 9 inch wide curb on downstream side of bridge and wood guardrail to be removed and replaced with steel posts bolted through deck overhang. Guardrail posts on upstream side can be bolted to outside face of slab. Guardrail on bridge to be double standard rail. County preferres this rail for easy of replacement. Class 700 riprap should be placed on upstream ends of wing walls. Local people stated this one of the few structures that carried the 1964 flood. Water was up to bottom of bridge beams. Concerning widening of structure, guardrail and etc., see sketches and photographs included with survey data.

Two X-sections were taken at stations 4+80 and 4+91 left that includes creek bed near structure and proposed structure. Pavement at each end of the structure should be removed 20 feet back to match existing grade and new grade on bridge. Pavement on existing bridge is about 1 inch thick. A water proofing membrane should be applied to entire structure. Pavement removal should be stated as being part of structure and no separtate payment will be made. Temporary Protection and Direction of Traffic and temporary guardrail would be required. About 50 feet of fence would be required to replace fence that runs along creek on upstream, east side of creek. John Beck in The Dalles office of the Fish and Game Commission stated that work could be done anytime as long as no material is placed in creek bed.

SURFACING:

Grade should have a 12 inch base under a 4 inch lift of asphalt cement and 2 inches of asphalt cement over structure. Minimal surfacing will be required for approaches to widen portion of structure and asphalt concrete mixture on structure. Because of small quantities, source of surfacing should remain responsibilityof contractor. Probable nearest source is The Dalles which is 42 miles awayfrom project. An embankment in place item is included, and no payment for General Excavation will be made.

TRAFFIC:

A temporary barrier can be placed on upstream side of structure and oneway traffic maintained over existing structure during construction. Proper advance signing will be required.

RIPRAP:

Riprap material is available from Sherman County material sources in vicinity of project. Again, it would probably be best that contractor be responsible for source of riprap.

RIGHT OF WAY:

Additional right of way will be required on upstream side of structure. See recommendation on vicinity map. Deed for existing ownership is included with data being submitted. A ¼ corner section line is 471.61 feet left (West) of station 2+59.88.

UTILITIES:

Buried telephone facilties, belonging to Pacific Northwest Bell, exist in area of approaches and is attached to side of structure where widen is proposed

9266 2-18-80

INDEX OF SHEETS	
SHEET NO.	DESCRIPTION
1	Title Sheet
[illegible]	Typical Sections, Details, & Summary
3	Plan & Profile

Temp. Protection & Direction of Traffic Not Included

STATE OF

DEPARTMENT OF

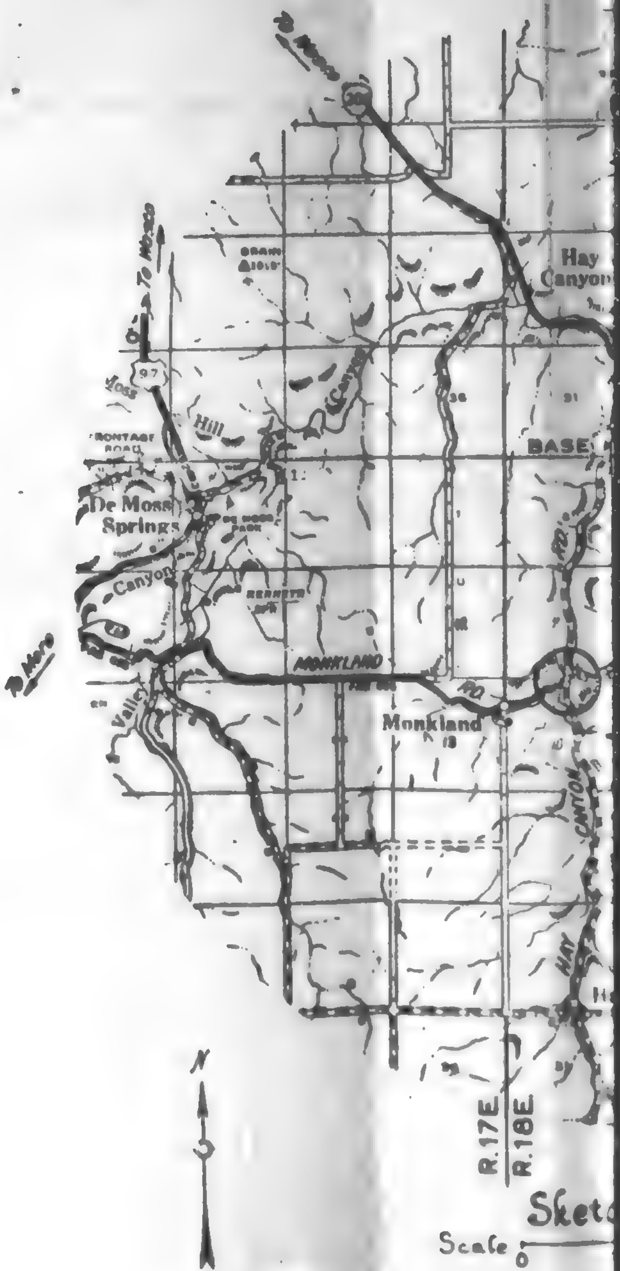
STATE HIGH

PLANS FOR PRO

HAY CANYON CR

FAS B443 (M

SHERMA



To Moro
Hay Canyon
97
To Moro
Hill
FRONTAGE ROAD
De Moss Springs
Canyon
BASE
To Moro
MONKLAND RD
Monkland
HAY CANYON
N
R.17E
R.18E

Sket

Scale 0

HAY CANYON CREEK BRIDGE SEC. FAS B443 (MONKLAND RD.) SHERMAN COUNTY				SHEET No. 1
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
10	OREGON			See Index

FASC

PRELIMINARY COPY
SEP 30 1980
SUBJECT TO CHANGE
FINAL DESIGN UNIT

OF OREGON

OF TRANSPORTATION

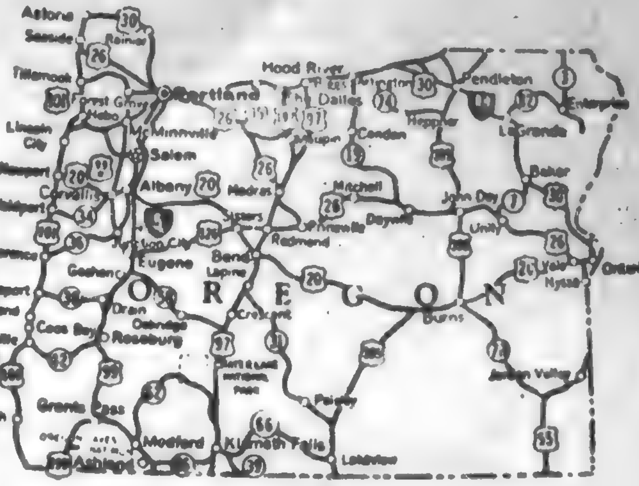
GHWAY DIVISION

OR PROPOSED PROJECT

CREEK BRIDGE SEC.

B (MONKLAND RD.)

ERMAN COUNTY


Astoria
Seaside
Rainier
Tillamook
Forest Grove
Portland
Hood River
The Dalles
Pendleton
Enterprise
La Grande
McMinnville
Lincoln City
Newport
Salem
Albany
Corvallis
Waldport
Florence
Eugene
Madras
Prineville
Redmond
Bend
Condon
Heppner
Mitchell
John Day
Baker
Unity
Ontario
Nyssa
Burns
Reedsport
North Bend
Coos Bay
Coquille
Roseburg
Grants Pass
Medford
Ashland
Klamath Falls
Lakeview
Paisley
Jordan Valley
O R E G O N
30
26
101
97
20
84
395
95

APPROVED Oct. 18 1980

COUNTY COURT OF Sherman COUNTY

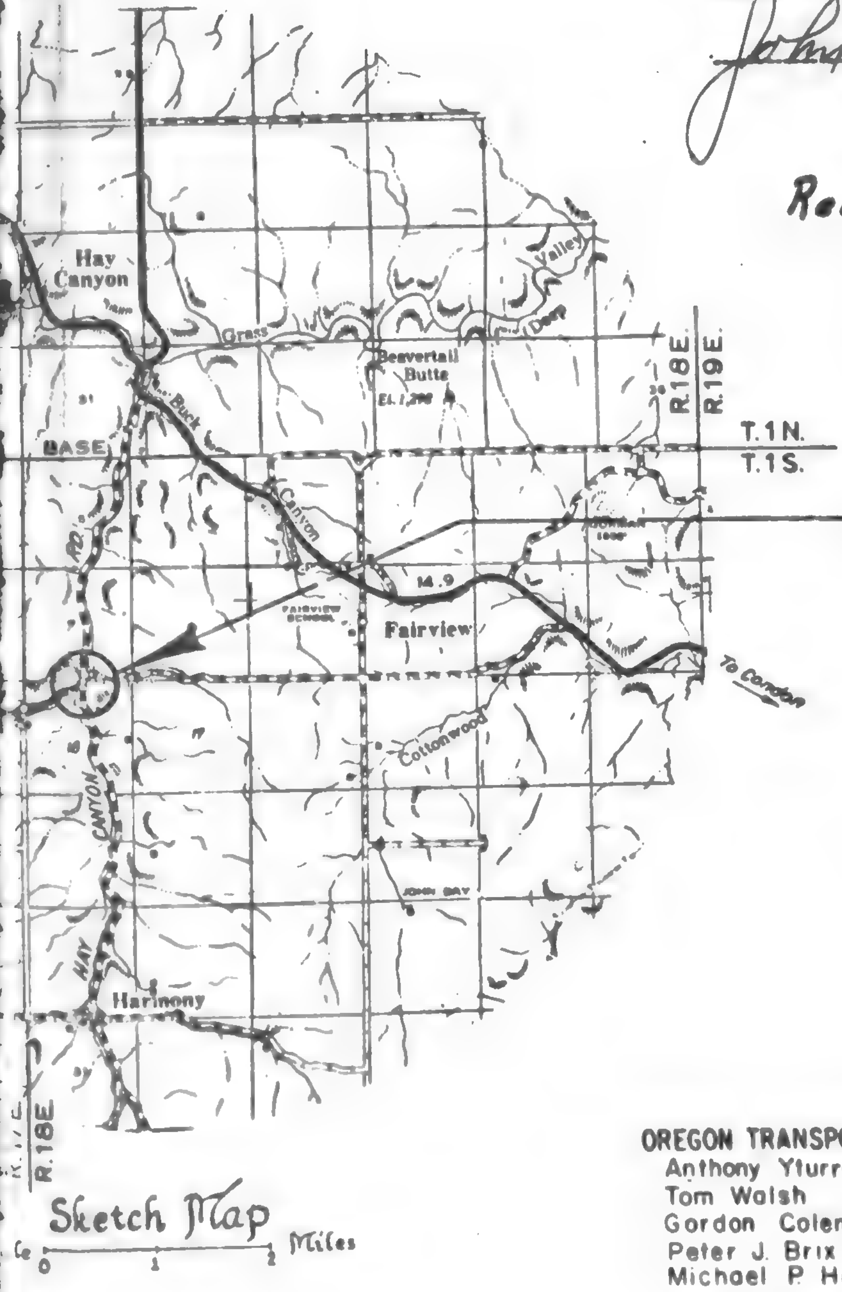
BY Marie Hoskinton
COUNTY JUDGE

Dewey Thomas
COUNTY COMMISSIONER

John Schadewitz
COUNTY COMMISSIONER

10-21-80
Rec'd Bridge Plan
signed

PRELIMINARY COPY
SUBJECT TO CHANGE


Hay Canyon
Grass
Valley
Beavertail Butte
R.18E
R.19E
T.1N.
T.1S.
BASE
Buck
Canyon
14.9
Fairview School
Fairview
To Condon
Cottonwood
John Day
Hay
Canyon
Harmony
R.18E
Sketch Map
0
1
2
Miles

PROJECT
M.P. 5.06

OCT 30, 1980
H. S. COULTER

MAY 13, 1980
E S HUNTER

H S Coulter STATE HIGHWAY ENGINEER

E S Hunter ASSISTANT STATE HIGHWAY ENGINEER

OREGON TRANSPORTATION COMMISSION

Anthony Yturri	CHAIRMAN
Tom Walsh	VICE CHAIRMAN
Gordon Coleman	COMMISSIONER
Peter J. Brix	COMMISSIONER
Michael P. Hollern	COMMISSIONER
Fred B. Klaboe	DIRECTOR OF TRANSPORTATION

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

APPROVED:

FIELD OPERATIONS ENGINEER DATE

SUMMARY

ITEM	UNIT	QUANTITY	SEGREGATION OF QUANTITIES	

Item	Code	Unit	Quant.
Mobilization			All
Temp Prot & Direction of Traffic			All
Temp Signs		Sq Ft	90
Temp Barricades		Each	4
Temp Guard Rail		Lin Ft	50
Removal of Structures & Obst.			All
Flagging		Hour	40
Emb In Place		C Yd	230
Aggr Base		Ton	300
Asphalt Conc. Class "B"		Ton	180
~~Guard Rail Type 2~~		~~Lin Ft~~	~~50~~
Guard Rail Type 4B		Lin Ft	188
Anchor Type 1		Each	4
End Piece "C"		Each	4
~~Fence Type 1~~		~~Lin Ft~~	
Riprap (Class 900)		C Yd	370
Toe Trench Exc		C Yd	135
Type 1 Fence		Lin Ft	150
Remove Fence		Lin Ft	150

Monn. Lev. Wetzel

R/W 12-1-71

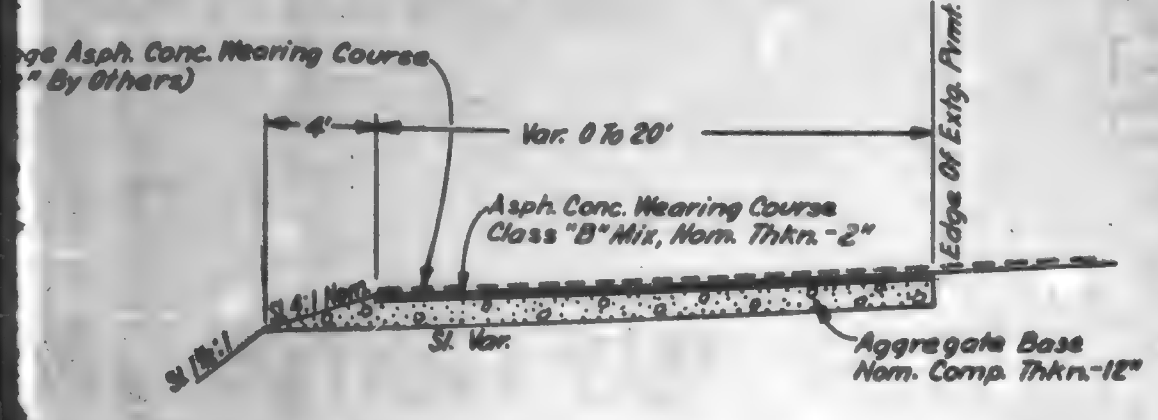
TYPICA

Future Final Stage Asph. Conc.
Nom. Thkn. - 1½" By Others)

Sl 1½:1
4'
Asph
Class
Sl 4:1 Nom
Sl 1½:1

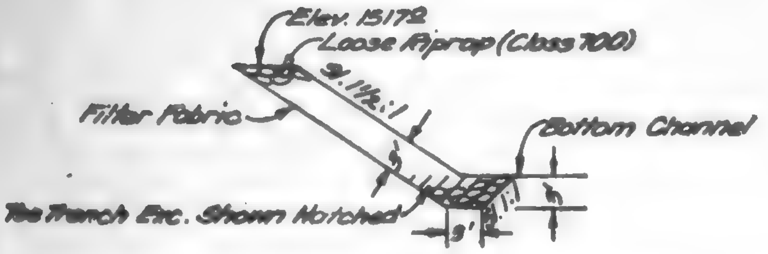
PICAL SECTIONS

HAY CANYON CREEK BRIDGE SEC. FAS B443 (MONKLAND RD.) SHERMAN COUNTY				SHEET No. 2
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
10	OREGON			See Index



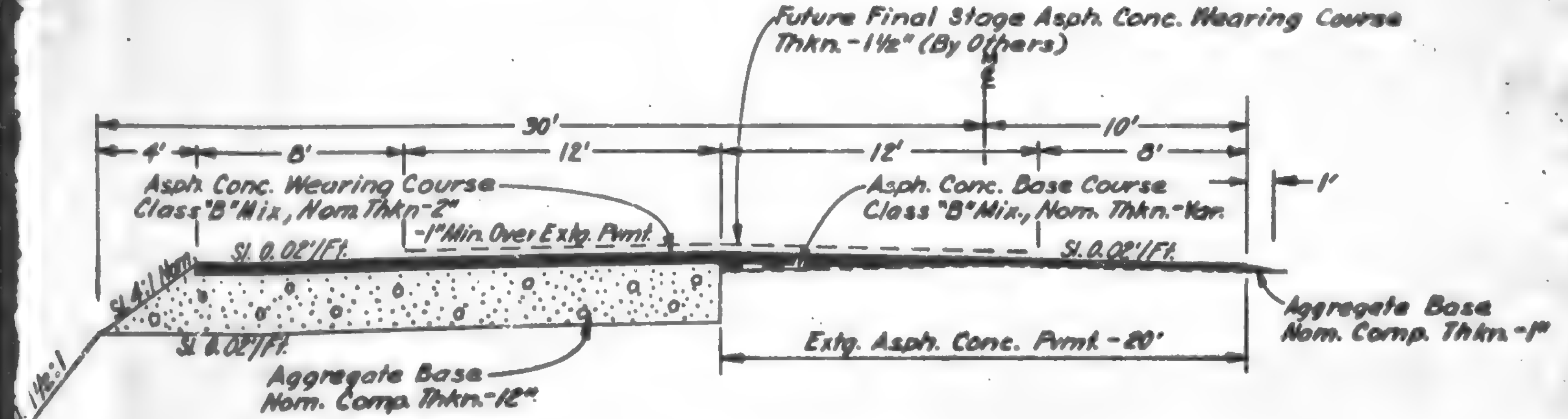
ge Asph. Conc. Wearing Course
" By Others)
4'
Var. 0 To 20'
Edge Of Extg. Pvmt.
Asph. Conc. Wearing Course
Class "B" Mix, Nom. Thkn.-2"
Sl. 4:1 Nom.
Sl. 1½:1
Sl. Var.
Aggregate Base
Nom. Comp. Thkn.-12"

SECTION A-A



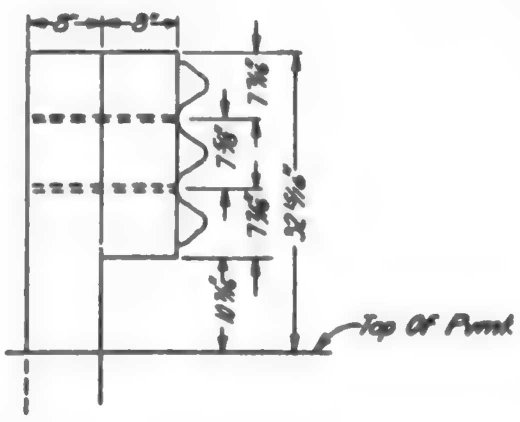
Elev. 1517.2
Loose Riprap (Class 700)
Sl. 1½:1
Filter Fabric
Bottom Channel
Toe Trench Exc. Shown Notched
3'
3'

LOOSE RIPRAP AT ABUTMENT SLOPES



Future Final Stage Asph. Conc. Wearing Course
Thkn.-1½" (By Others)
℄
30'
10'
4'
8'
12'
12'
8'
Asph. Conc. Wearing Course
Class "B" Mix, Nom. Thkn-2"
-1" Min. Over Extg. Pvmt.
Asph. Conc. Base Course
Class "B" Mix., Nom. Thkn.-Var.
1'
Sl. 0.02'/Ft.
Sl. 0.02'/Ft.
Sl. 4:1 Nom.
Sl. 1½:1
Sl. 0.02'/Ft.
Aggregate Base
Nom. Comp. Thkn.-12"
Extg. Asph. Conc. Pvmt. -20'
Aggregate Base
Nom. Comp. Thkn.-1"

SECTION B-B



5"
8"
7⅞"
7⅞"
7⅞"
32 9/16"
10⅝"
Top Of Pvmt.

GUARD RAIL (TYPE 4A)

92166 12-4-79 4.

U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. RS-B443(1)

STATE PROJECT NO. See below

COUNTY NAME Sherman

PROGRAM NO.

ITEM NO. 00024

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

FROM:
G. L. Green, Division Administrator
Salem, Oregon

TO:
Mr. H. S. Coulter
State Highway Engineer, ODOT
Salem, Oregon

RECEIVED
STATE HWY ENGR
DEC 10 '79
REFER TO [illegible]
FOR
Info | Inves | R/D | D/R | Sign | Act | File

12-10
orig

DATE PS&E APPROVED 12-4-79	DATE AUTHORIZATION EFFECTIVE 12-4-79	FEDERAL ROUTE NUMBER Secondary B443 STATE ROUTE NUMBER County Road

GENERAL LOCATION:
Hay Canyon Creek (Monkland Rd.) Bridge Section

GENERAL DESCRIPTION OF WORK:
Preliminary Engineering and Widen Structure

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☒ PREPARATION
☒ OTHER (*Specify*) See below

☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's November 7, 1979 letter you are authorized to proceed with all phases of preliminary engineering at a TEC of $17,400 with Federal participation limited to $15,338.

Also, as requested in Mr. Swan's November 7, 1979 letter you are authorized to proceed with actions necessary to advance the physical construction provided for by the above project at a total estimated cost of $92,600 - Federal Funds $81,626, in accordance with the provisions of your approved Secondary Road Plan. If you subsequently find that exceptions to the procedure will be needed or that your proposed design standards for this project are lower than the minimum design standards as approved May 13, 1970, this office should be notified of such proposed exceptions and reasons thereof.

DATE 12-4-79	SIGNATURE OF APPROVING OFFICIAL G. K. Hoss	TITLE for Division Administrator

FORM PR-1240 (REV. 6-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1979-721-918

9266

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.: PRO 6-2

November 7, 1979

TO G. L. Green, Division Administrator
Federal Highway Administration

FROM D. E. Swan
Operation Programming Engineer

SUBJECT Project Data Submission
Item No. 00024
Project No. RS-B443(1)
Hay Canyon Cr.(Monkland Rd.) Bridge Section
Sherman County

Enclosed is data for the subject project.

I hereby request the following:

(1) Authorization to proceed with all phases of preliminary engineering at an estimated total cost of $17,400 with an obligation of $15,338 in federal funds.

(2) Authorization for construction at an estimated total cost of $92,600 with an obligation of $81,626 in federal funds.

A copy of the State Clearinghouse A-95 review comments has been previously forwarded.

CL:sr
attachments
cc: D. Allen (Region 4)
H. Reynoldson

Form 734-3122

Budget Bureau No. 41-

MONTHLY TRANSACTION NO.	FORM PR-1 (REV. 4-61)	**FEDERAL-AID PROGRAM DATA** (PPM 21-1)
DATE SUBMITTED TO W.O.	11-7-79	

CARD 2	REPORT NUMBER (19) (20)	PROJECT LOCATION (45 typewriter spaces) Co. Rd., Approx. 5 1/2 mi E. of Moro 21 65	**ADT**	PRESENT DHV 10 80	FUTURE YEAR [illegible] (66) (70) (71) (72)	REGION 10	STATE NAME Oregon

CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) P.E., Widen Structure 28 62	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)	PROJECT NUMBER PREFIX LETTER(S) 14	NUMBER RS-B443(1) 23

CARD	CLASS OF FEDERAL FUNDS Rural Secondary	COUNTY NAME Sherman
	NAME OF URBAN AREA 17-31 - - -	ROUTE NO. S | FEDERAL-AID B443 | (32) STATE Co. Rd. (36)(37) U.

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	CLASS	WORK TYPE	WORK STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT COST BY PHASES TOTAL ESTIMATED COST	FEDERAL FUNDS 88.15%	STATE FUNDS	OTHER FUNDS
1	(14-15)	(16	41	42	43 46	53		(54) (58)	(59) (66)	(67) (76)		
5					**PE**		"Hay Canyon Cr. (Monkland Rd.) Bridge Section"	0.01	17,400	15,338	1,268	794(co)
5					**ROW**							
5					**CONST** (CODE) Topics X080			0.01	92,600	81,626	5,487	5,487 (
CARD 1	CODE 1	PREPARED BY	C.L.				PROJECT TOTALS	0.01	110,000	96,964	6,755	6,281 (
1	14	PROGRAM APPROVAL DATES	10-4-79						(16) (23)	(24) (33)	REMARKS	

Budget Bureau No. 41-R2067; Approval Expires February 28, 19

FORM PR-1
(REV. 4-61)

11-7-79

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

LOCATION (45 typewriter spaces)	ADT	PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
Rd., Approx. 5 1/2 mi E. of Moro		DHV 10 80	[illegible]		10	Oregon	41	075	00024

K (35 typewriter	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	OA CLASSIF.	OA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	I. Projects Only POST MI.	DESIG.
re								RS-	B443(1)			

Rural Secondary

COUNTY NAME	CODE
Sherman	055

ROUTE NO.	FEDERAL-AID	STATE	U.S.
S	B443	Co. Rd.	--

PROGRAM STAGE ☐ 1 OR ☐ 2

ESTIMATED PROJECT COST BY PHASES

K YPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS 88.15%	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
		"Hay Canyon Cr. (Monkland Rd.) Bridge Section"	0.01	17,400	15,338	1,268	794(co)	ROW-60' minimum; access control-none; Parking Restrictions Partial
W								
ST S			0.01	92,600	81,626	5,487	5,487 (co)	
C.L.		PROJECT TOTALS	0.01	110,000	96,964	6,755	6,281 (co)	

L DATES 10-4-79

REMARKS

-over-

USCOMM DUSCOMM-DC 48903-P

HAY CANYON CR(MONKLAND RD.)BRIDGE SECTION
PROJECT NO. RS-B443(1)

Existing Facility: 32-foot RCDG bridge with roadway width of 19 foot 4 inches.

Adjacent Sections: 28-foot gravel surface roadway

Project Data: Work under the project consists of the following:

1) Preliminary engineering all phases.
2) Widen existing bridge #998 approximately 20 feet utilizing precast concrete slabs to provide for horizontal clearance of 39 feet, realign, grade and surface approach roadways and incidental work connom to this type of project.

System Action, Airports, Railroads, Water Developments, Historical and Recreational Areas:

None involved

FHPM 4-1-4 Requirements:

State Clearinghouse. . .A-95 review conclusions dated October 10,1979 District 9 Clearinghouse. . .Notice of Intent was sent to the clearinghouse on June 20, 1979 and as the notice has lain before the clearinghouse more than 30 days, without action, it is assumed no adverse review or comments will be received.

FHPM 7-7-2 Requirements:Nonmajor action concurred in by FHWA on July 3, 1979

FHPM 7-7-5 Requirements:

a) Public Hearings. . . Not required under Oregon Action Plan
b) Location/Design. . . Not a factor in the development of this project.

NOTE: 1) This project is in Congressional District No. 2
2) Included in FY 80 AP in table of Projected Federal Fund Obligations and Balances for Fiscal 1980 Program

9266.

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
Room 306, State Library Building
Salem, Oregon 97310, Phone: 378-3732-
Toll Free Number - 1-800-452-7813

STATE A-95 REVIEW CONCLUSIONS

NOTED
H. S. COULTER

APPLICANT: OR DOT HWY DIV

PROJECT TITLE: Hay Canyon Creek Bridge

DATE: October 10, 1979

The state has reviewed your project and reached the following conclusions:

RECEIVED STATE HWY ENGR						
OCT 12 '79						
REFER TO						
FOR						
Info	Inves	R/D	D/R	Sgn	Act	File
						✓

☒ No significant conflict with the plans, policies or programs of state government have been identified ~~and your proposal is endorsed as presented.~~

☒ Relevant comments of state agencies are attached and should be considered in the final design of your proposal.

☐ Potential conflicts with the plans and programs of the state agency(s) have been satisfactorily resolved. No significant issues remain.

☐ Significant conflicts with the plans, policies or programs of state government have been identified and remain unresolved. The final proposal has been reviewed and the final comments and recommendations of the state are attached.

cc: G. L. Green
H. S. Coulter ✓
F. E. Terpin
J. B. Boyd
J. H. Versteeg
Gary Potter
W. J. Hart
Aeronautics Division
B. L. Gifford
D. E. Swan
Reg. 4: C. W. Williams
Dis. 9: R. S. Hawkins

NOTICE TO FEDERAL AGENCY

The following is the officially assigned State Identifier Number:

This number should be used on all correspondence and particularly on SF 240 as required by OMB A-98.

A copy of this notification and attachments, if any, must accompany your application to the federal agency as required by OMB A-95. Comments of the appropriate local reviewing agencies will be submitted to you separately and must also be included.

PNRS #2

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

[illegible]
Dept. of Environmental Quality
RECEIVED
[illegible]

Intergovernmental Relations Division
Room 306, State Library Building
Salem, Oregon 97310, Phone: 378-3732

PNRS STATE REVIEW

Project #: ______________________ Due Date: [illegible]

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have comment and the file will be closed

---

PROGRAM REVIEW AND COMMENT

To State Clearinghouse: We have reviewed the subject Notice and have reached the following conclusions on its relationship to our plans and programs:

( ) It has no adverse effect.

( ) We have no comment.

( ) Effects, although measurable, would be acceptable.

( ) It has adverse effects. (Explain in Remarks Section)

( ) We are interested but require more information to evaluate the proposal. (Explain in Remarks Section)

se (X) Please coordinate the implementation of the proposal with us.

( ) Additional comments for project improvement. (Attach if necessary)

REMARKS (Please type or print legibly)

Agency DEQ By ______________

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
Room 306, State Library Building
Salem, Oregon 97310, Phone: 378-3732

P N R S STATE REVIEW

Project #: 7909 [illegible] Due Date: OCT 25 1979

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have comment and the file will be closed

PROGRAM REVIEW AND COMMENT

To State Clearinghouse: We have reviewed the subject Notice and have reached the following conclusions on its relationship to our plans and programs:

- ( ) It has no adverse effect.
- ( ) We have no comment.
- (X) Effects, although measurable, would be acceptable.
- ( ) It has adverse effects. (Explain in Remarks Section)
- ( ) We are interested but require more information to evaluate the proposal. (Explain in Remarks Section)
- ( ) Please coordinate the implementation of the proposal with us.
- (X) Additional comments for project improvement. (Attach if necessary)

REMARKS (Please type or print legibly)

The Oregon Department of Fish and Wildlife has no objections to the project. We do, however, recommend that construction activities within the stream channel be limited to the no-flow period. This will minimize the siltation of points downstream from the construction site.

Agency Fish & Wildlife

By
09/13/79 Environmental Management

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

RECEIVED
SEP 12 1979
DIVISION OF STATE LANDS

Intergovernmental Relations Division
Room 306, State Library Building
Salem, Oregon 97310, Phone: 378-3732

P N R S STATE REVIEW

Project #: 7909 2 280 Due Date: OCT 05 1979

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have comment and the file will be closed

PROGRAM REVIEW AND COMMENT

To State Clearinghouse: We have reviewed the subject Notice and have reached the following conclusions on its relationship to our plans and programs:

( ) It has no adverse effect.

( ) We have no comment.

( ) Effects, although measurable, would be acceptable.

( ) It has adverse effects. (Explain in Remarks Section)

( ) We are interested but require more information to evaluate the proposal. (Explain in Remarks Section)

( ) Please coordinate the implementation of the proposal with us.

( ) Additional comments for project improvement. (Attach if necessary)

If the project would require the removal, fill or alteration of 50 cubic yards or more of material within the banks of the waterway(s), we urge the applicant to apply for state fill or removal permits well in advance of construction deadlines to prevent unnecessary project delays. Specific information on the need for permits may be obtained from the Division of State Lands' office at 1445 State Street, Salem, OR 97310. Phone 378-3805.

Thank you for the opportunity to comment on this project.

Agency Lands By

9266

L.

July 30, 1979

Sherman County Court
P. O. Box 365
Moro, OR 97039

Attention: County Clerk

MISC. CONTRACTS and
AGREEMENTS No. 7088

Gentlemen:

Attached for your records is a fully executed copy of an agreement to construct the Hay Canyon Creek Bridge Section of Monkland Road in Sherman County.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Sincerely,

C. W. Head
COMMISSION SERVICES

dda
Attachments

bc Don Harwell (Agreement attached)

STATE OF OREGON INTEROFFICE MEMO

TO: H. S. Coulter
State Highway Engineer

DATE: May 30, 1979

FROM: D. E. Swan
Federal Aid Engineer

SUBJECT: Proposed FAS-C Project
Sherman County

Sherman County is requesting a structure widening project over Hay Canyon Creek on Monkland Road, FAS B443. Approaches and guardrail are to be included in the project. County will be responsible for the additional Right-of-Way. Engineering by State. See attached sketch for location. In Summary:

Jurisdiction	Section	Total Funds	Federal Funds	State Funds	County Funds
Sherman Co.	Hay Canyon Creek (Monkland Road) Br. FAS B443	$100,000	$88,000	$6,000	$6,000

The region and this office have investigated the proposed project, confirming its validity and financing under the FAS-C program. I recommend your approval and request you authorize this project under delegated authority.

APPROVED BY

H S Coulter
State Highway Engineer

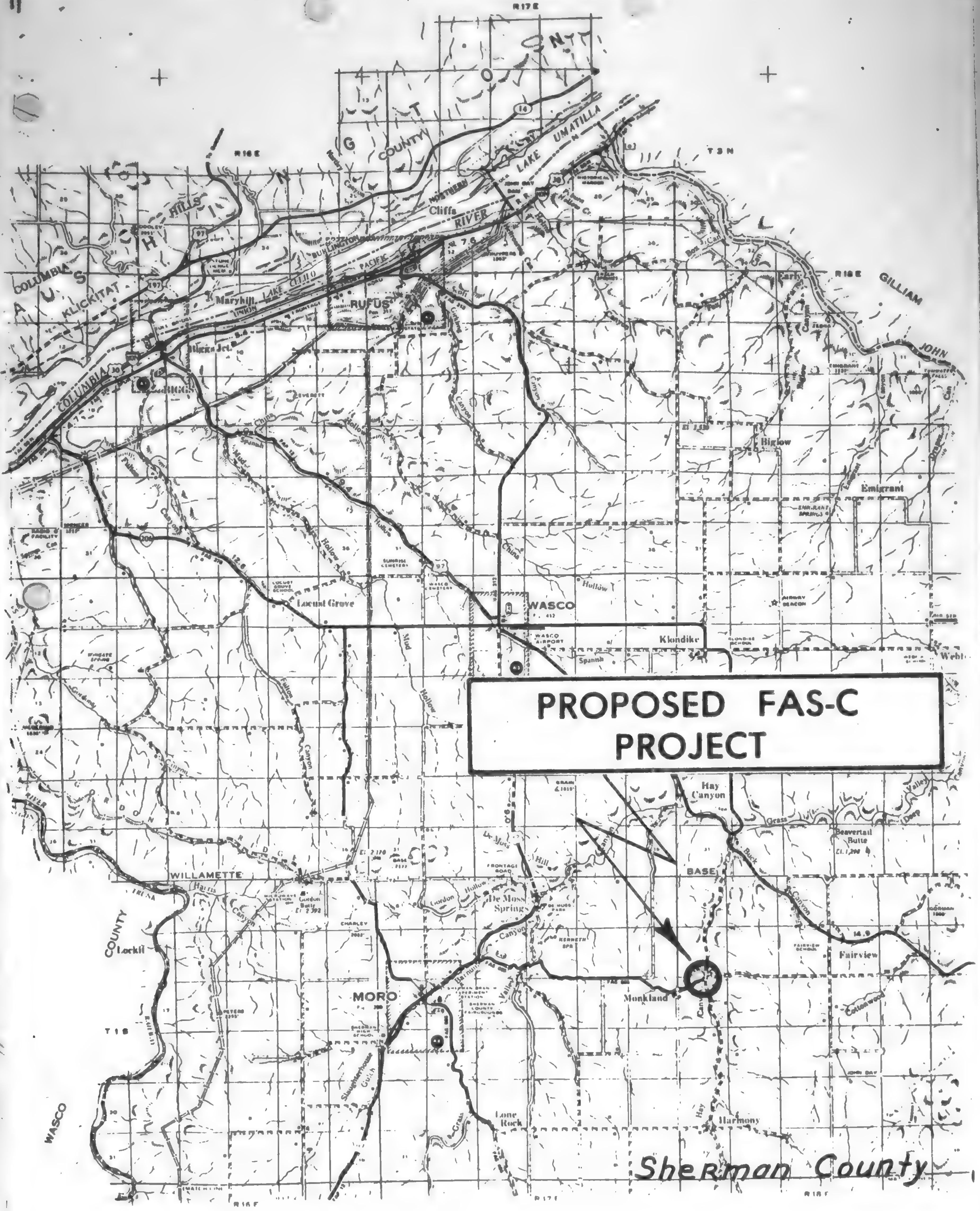
Date 5/30/79

5/31/79 to Head
orig
1cy Swan

HR:pf

(on 6-6-79 report)

81-125-1387


PROPOSED FAS-C PROJECT
WASCO
RUFUS
MORO
Biggs Jct.
BIGGS
Klondike
Locust Grove
Hay Canyon
BASE
Monkland
Harmony
Fairview
Bigelow
Emigrant
Lone Rock
Willamette
Grass Valley
De Moss Springs
Maryhill
Cliffs
COLUMBIA
KLICKITAT
COUNTY
GILLIAM
JOHN DAY
UMATILLA
WASCO
Sherman County

9266 (HCC 0001) 7

OREGON STATE HIGHWAY DIVISION

AUTHORITY FOR SURVEY

to A [illegible] 12-10-7

Section Hay Canyon Creek (Monkland) Bridge #998

Date July 3 19 7

Authorization No. 1

Highway Monkland County Road

Survey Prefix 528-1961 (Assigned by Salem office)

County Sherman

Description of termini, route, length, etc.:

At M.P. 5.06, Monkland County Road, Sherman County

Proposed:

Widen existing 19'4" wide bridge.
Ultimate width approximately 39 ft.

Purpose of survey:

Prepare plans, specifications, and estimate of cost.

OTC Approval 5-30-79

FAS-
RS-B443(1)
12-4-79

		Estimate of Cos
Field Survey	(901)	$3,500
Citizen Participation	(902)	
City or County	(903)	
Consultant	(904)	1,00
Final Design	(905)	
Free Bridge Design to Co. (927) ~~(906)~~		4,00
Preliminary Design	(907)	
R/W Descriptions	(909)	20
Soils & Geology	(910)	1,00
Traffic	(911)	
Landscape	(912)	
Liaison	(913)	20
Utility	(914)	
Photogrammetry	(916)	20
Location Studies	(918)	
Engr. Graphics	(919)	
Office Engineer	(920)	20
Specifications	(921)	1,2
Environmental	(923)	20
Foundation Exploration	(926)	5,50
Adm. Serv(Eng	(922)	20
Hearings	(980)	
Equal Opportunity	(935)	
Advisory Committees	(986)	

Total estimated cost of survey	$17,4
Previous authorization	
Additional authorization requested	
Additional authorization approved (Salem)	
Total all authorizations approved (Salem)	

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

Requested by: J. O. Hagedorn

Recommended for Approval: Ralph Allen 7/3/79

Recommended for Approval: Frank E. Perpin Location Engi

Approved: E. S. Hunt

RECEIVED
SEP 21 1979
LOCATION

9266

NOTE: SHADED AREAS TO BE COMPLETED IN SALEM OFFICE

LOCATION PROSPECTUS
OREGON DEPARTMENT OF TRANSPORTATION
LOCATION UNIT

DATE June 21, 1979

PREFIX

1 - IDENTIFICATION

PROJECT NAME Hay Canyon Creek Bridge #998

HIGHWAY NAME Monkland County Road

HIGHWAY NUMBER B-443

REGION 4

ADMINISTRATIVE DISTRICT 9

COUNTY Sherman

CITY

LENGTH

MILEPOST NUMBER 5.06 TO

☒ RURAL ☐ URBAN

LOCAL GOVERNMENT PROJECT? ☒ YES ☐ NO

IF YES, UNIT OF GOVERNMENT Sherman County

TYPE OF FUNDS ☐ FAI ☐ FAP ☒ FAS ☐ STATE ☐ FAUS ☐ OTHER

METHOD OF CONSTRUCTION ☒ CONTRACT ☐ STATE FORCE ☐ OTHER

TYPE OF WORK ☒ GRADING ☒ PAVING ☒ STRUCTURE ☐ SIGN ☐ SIGNAL ☐ ILLUMINATION ☐ ROADSIDE IMPROVEMENT ☐ OTHER

PROJECT DESCRIPTION

Existing 19' 4" X 32' length structure proposed to be widened. to 20' X 66' length.

2 - TRAFFIC DATA

EXISTING AVERAGE DAILY TRAFFIC (YEAR-VOLUME) 1977 - 80

PROJECTED AVERAGE DAILY TRAFFIC (YEAR-VOLUME)

LEVEL OF SERVICE	A	B	C	D	E	F
EXISTING	☐	☐	☐	☐	☐	☐
PROPOSED	☐	☐	☐	☐	☐	☐

DESIGN SPEED (MPH) 55

DESIGN STANDARDS

TRAFFIC ANALYSIS ☒ LIGHT ☐ MEDIUM ☐ HEAVY

FORM 734-1730 (12-78) Page 1

3 - FEATURES

	EXISTING NUMBER AND WIDTH	PROPOSED NUMBER AND WIDTH
TRAVEL LANES	2- 19'4 (Bridge)	2- 39' (Bridge)
SHOULDERS	NONE	NONE
MEDIANS	"	"
PARKING LANES	"	"
SIDEWALKS	"	"
BIKEWAYS	"	"
INTERCHANGES	"	"
OTHER:		

	YES	NO	MAYBE
Channelization	☐	☒	☐
Frontage Roads	☐	☒	☐
Traffic Signals	☐	☒	☐
Signing	☐	☒	☐
Illumination	☐	☒	☐
Structures	☒	☐	☐
Stage Construction (Widening)	☒	☐	☐
Pedestrian Crossing	☐	☒	☐
Rest Area	☐	☒	☐
Truck Scale Site	☐	☒	☐
Landscaping	☐	☒	☐
Drainage	☐	☒	☐
River ________	☐	☒	☐
Stream ________	☐	☒	☐
Storm Sewer	☐	☒	☐
Sanitary Sewer	☐	☒	☐
Right of Way	☒	☐	☐
Simple Acquisition	☒	☐	☐
Complex Acquisition	☐	☒	☐
Relocations	☐	☒	☐

	YES	NO	MAYBE
Right of Way (cont.) Improvements	☐	☒	☐
Access Control	☐	☒	☐
Railroad Crossing	☐	☒	☐
At Grade	☐	☒	☐
Separated	☐	☒	☐
Railroad Encroachment	☐	☒	☐
Permits	☐	☐	☒
Conditional Use	☐	☒	☐
Flood Plain	☐	☐	☒
Irrigation District	☐	☒	☐
Water District	☐	☒	☐
Drainage District	☐	☒	☐
Div. of State Lands	☐	☒	☐
Dept. of Geology & Min. Ind.	☐	☒	☐
Corps of Engineers	☐	☒	☐
Coast Guard	☐	☒	☐
DEQ NPS Air Pollution	☐	☒	☐
DEQ NPS Water Pollution	☐	☒	☐
Building	☐	☒	☐
Fish & Wildlife Approval	☐	☐	☒

Hay Canyon Ck. Bridge

3 - FEATURES (cont.)

	YES	NO	MAYBE
Agreements (City-County Etc.)	☒	☐	☐
Environmental Assessment	☒	☐	☐
Statewide Assessment	☐	☒	☐
Negative Declaration	☐	☒	☐
Environmental Impact Statement	☐	☒	☐
4-F Statement	☐	☒	☐
Citizen Advisory Committee	☐	☒	☐
Public Hearing ____________	☐	☒	☐
Borrow Source	☐	☒	☐
Material Source	☐	☒	☐
Utilities	☐	☒	☐

Type ______________________

	YES	NO	MAYBE
Hydraulics Study	☐	☒	☐
Soils Investigation	☐	☒	☐
Airport Clearance	☐	☒	☐
Economic Analysis	☐	☒	☐
Requires Field Survey	☒	☐	☐
Old Survey Available	☐	☒	☐
Requires Vicinity Map	☒	☐	☐
Requires Photogrammetry	☐	☒	☐
Requires Reconnaissance Survey	☐	☒	☐
Reconnaissance Available	☐	☒	☐
Design Review	☐	☒	☐

4 - WORK ITEMS

	TO BE PERFORMED BY APPLICANT	STATE	CONSULTANT
PRELIMINARY ENGINEERING	☐	☒	☐
RIGHT–OF–WAY	☒	☐	☐
CONSTRUCTION ENGINEERING	☐	☒	☐

5 - DURATION TIMES (MONTHS)

	FLOAT	ACTIVE
RECONNAISSANCE SURVEY	(N/A)	
DRAFT ENVIRONMENTAL IMPACT STATEMENT	(N/A)	
CORRIDOR APPROVAL	(N/A)	
FIELD SURVEY	(1.0 Mos.)	
PRELIMINARY DESIGN	( )	
DESIGN APPROVAL/FINAL EIS	( )	
RIGHT-OF-WAY DESCRIPTIONS	( )	
RIGHT-OF-WAY ACQUISITION	(6.0 Mos.)	
P.S. & E. DOCUMENTS	( )	

	(Region)	(Salem)
RECOMMENDED CONSTRUCTION DATE	6/1/80	

6 - SUGGESTED BASE DESIGN

ITEM	NEW WORK	OVER EXISTING
Base rock	1.0 ft.	
Asph. conc.	4 inches	2 inches

7 - TYPICAL SECTION AND LOCATION

Attach 8½ x 11 inch sheets for general location map and typical section (roadway & structure).

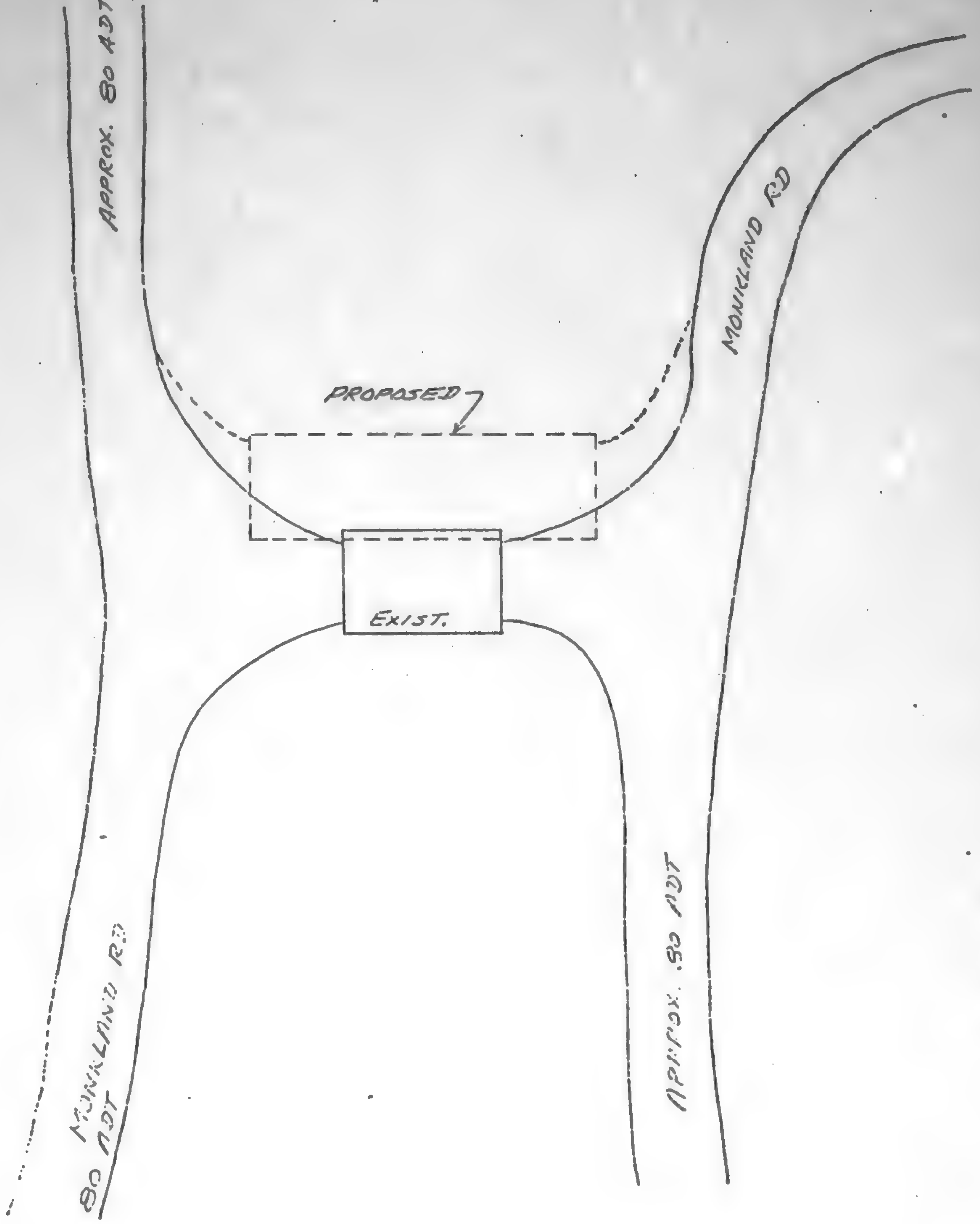
8 - PROJECT COST ESTIMATES

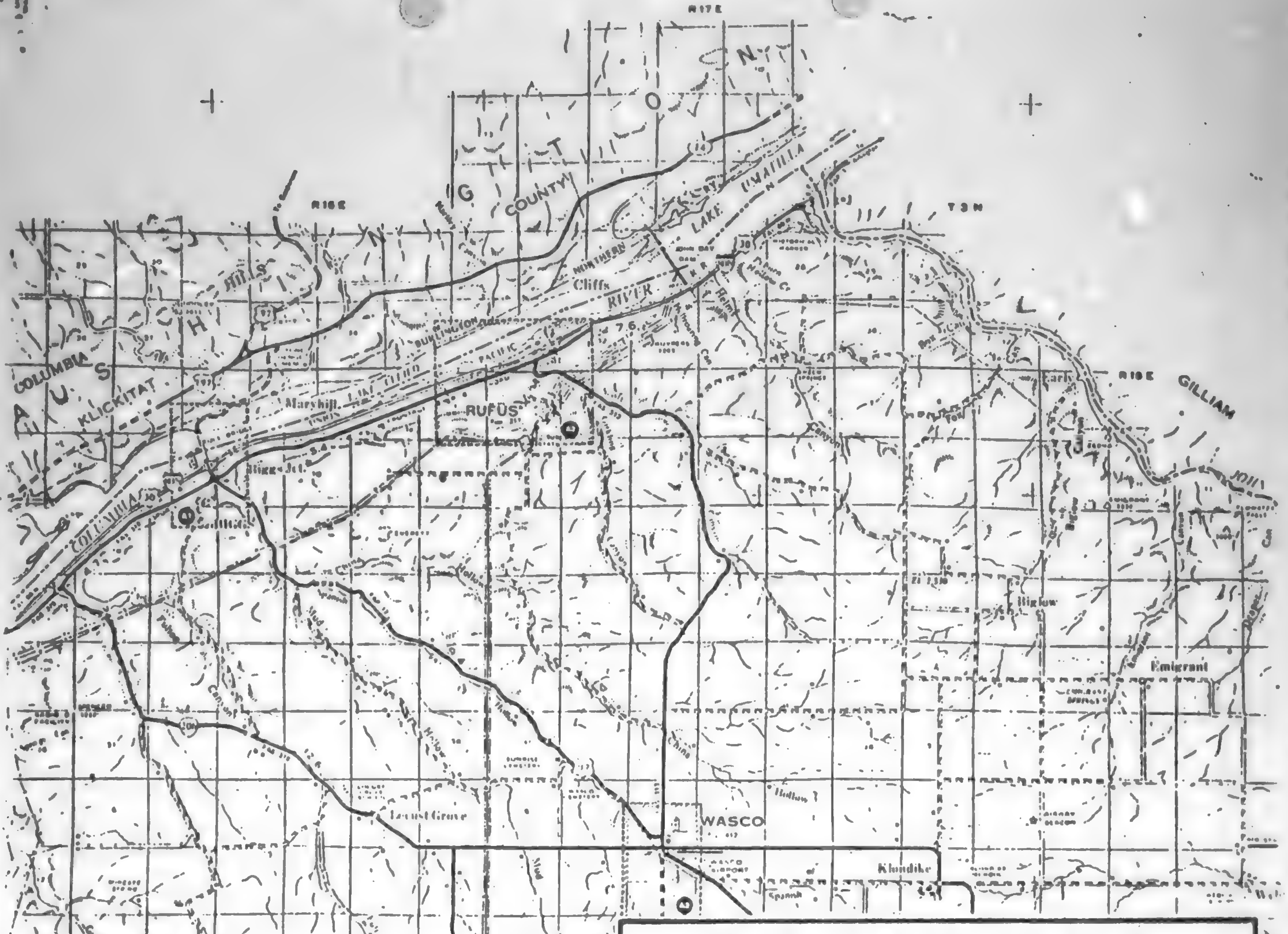
	COUNTY	REGION	SALEM
PRELIMINARY ENGINEERING	$ 6,500		
RIGHT OF WAY	$ 250.		
TRAFFIC CONTROL	2,000		
ILLUMINATION			
STRUCTURES	74,000		
RAILROAD			
ROADWAY	3,000		
OTHER			
ENGINEERING & CONTINGENCIES	14,500		
PROJECT TOTAL	$ 100,000	SAME	

SUBMITTED BY J H Hagedorn, Fed Aid Engr.

FORM 734-1730 (12-78) Page 4

HAY CREEK BR.
M. [illegible] 5.06 MONKLAND RD.
FAS-C B-443 (665)
SHERMAN CO.


APPROX. 80 ADT
MONKLAND RD
PROPOSED
EXIST.
MONKLAND RD
80 ADT
APPROX. 80 ADT


COUNTY
KLICKITAT
COLUMBIA
Hills
Cliffs
NORTHERN
LAKE UMATILLA
RIVER
BURLINGTON
PACIFIC
Maryhill
RUFUS
Biggs Jct.
COLUMBIA
GILLIAM
Emigrant
Biglow
Locust Grove
WASCO
Klondike
Hay Canyon
BASE
WILLAMETTE
De Moss Springs
MORO
Monkland
Fairview
Harmons
Lone Rock
WASCO
COUNTY

PROPOSED FAS-C PROJECT

Sherman County

OREGON STATE HIGHWAY DIVISION

AUTHORITY FOR SURVEY

Section Hay Canyon Creek Bridge # 998

Highway Monkland County Road

County Sherman

Date July 3 1979

Authorization No.

Survey Prefix (Inserted by Salem office)

Description of terminal, route, length, etc.:

At M.P. 5.06, Monkland County Road, Sherman County

Proposed:

Widen ecisting 19'4" wide bridge.
Ultimate width approximately 39 ft.

Purpose of survey:

Prepare plans, specifications, and estimate of cost.

		Estimate of Cos
Field Survey	(901)	3,000.
Citizen Participation	(902)	
City or County	(903)	
Consultant	(904)	
Final Design	(905)	
Bridge Design	(906)	
Preliminary Design	(907)	
R/W Descriptions	(909)	
Soils & Geology	(910)	
Traffic	(911)	
Landscape	(912)	
Liaison	(913)	
Utility	(914)	
Photogrammetry	(916)	
Location Studies	(918)	
Engr. Graphics	(919)	
Office Engineer	(920)	
Specifications	(921)	
Environmental	(923)	
Foundation Exploration	(926)	
Seminars	(950)	
Hearings	(980)	
Equal Opportunity	(985)	
Advisory Committees	(986)	

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

Total estimated cost of survey	$
Previous authorization	
Additional authorization requested	
Additional authorization approved (Salem)	
Total all authorizations approved (Salem)	

Request made by:

Recommended for Approval: Ralph D Allen 7/3/79

Recommended for Approval:

Location Engineer

Approved:

9264

(#2)

L

ROBERT W. STRAUB
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

June 20, 1979

TO: Executive Department
Federal Aid Coordination Unit

Mid-Columbia Economic Development District
Wasco County Courthouse, Annex B
The Dalles, Oregon 97058

FROM: D. E. Swan
Operation Programming Engineer

SUBJECT: Notice of Intent for Federal Aid Funds
State Admin. Dist. No. 9
Section: Hay Canyon Creek Br.
Highway: Monkland Co. Rd., FAS-B443
County: Sherman

In accordance with Executive Memorandum 02-270-20, attached are copies of the Notices of Intent for the subject project.

Early programming of this project for advance planning in anticipation of future construction is necessary; therefore, your prompt attention to this proposal will be appreciated.

Allowing time for your review, we estimate the date of filing for federal aid funds on this project to be July 20, 1979.

BLG:dmc
Attachments

cc: G. L. Green
H. S. Coulter ✓
F. E. Terpin
J. B. Boyd
J. H. Versteeg
Gary Potter
W. J. Hart

Region 4 : Dale Allen
District 9 : R. S. Hawkins
Aeronautics Division
David Powers, Parks
Gerald Wimer
B. L. Gifford

RECEIVED
STATE HWY ENGR
JUN 28 '79
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File
						✓

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

NOTIFICATION OF INTENT TO APPLY FOR FEDERAL AID

For Internal Use Only	1-8] PNRS #	Page One

02 12] APPLICANT [45 Department of Transportation — 46] DIVISION [79 Highway

03 12] APPLICANT ADDRESS STREET [45 O'DOT Building — 46] CITY [60 Salem — 76] ZIP [80 97310

04 12] CONTACT PERSON [45 D. H. Moehring — 46] AREA CODE [48 503 — 49] PHONE [55 378 — 56] EXTENSION [59 6563

01 12] PROJECT TITLE [71 Hay Canyon Creek Br.

11 12] PROJECT LOCATION—CITY Monkland Co. Rd. FAS-B443 — PROJECT LOCATION—COUNTY Sherman — PROJECT LOCATION [79 SEC: T: R:

SUMMARY PROJECT DESCRIPTION (ATTACH SUPPORTING DOCUMENTS AS NECESSARY—SEE INSTRUCTIONS ON BACK)

05 To improve safety by widening a narrow bridge; semi trucks keep destroying guard [71

06 12] rails, farmers' equipment too wide to move across bridge. [71

07 12] Widen existing bridge and approaches. The alignment will change just in the immediate vicinity of the new structure. [71

08 12] [71

09 12] [71

10 12]

12

AMOUNT REQUESTED—FEDERAL FUNDS		NON-FEDERAL MATCHING FUNDS		OTHER	TOTAL
12] (A) Grant [19	20] (B) Other [27	28] (C) State [35	36] (D) Local [43	44] (E) FUNDS [51	52] (F) FUNDS [60
88,000		6,000	6,000		100,000

13 12] TYPE OF OTHER FEDERAL FUNDS (See 12B) [45 — 46] TYPE OF OTHER NON-FEDERAL FUNDS (See 12E) [79

14 12] FEDERAL PROGRAM TITLE [71 Title 23 USC Highways

15 12] FEDERAL AGENCY NAME [45 U. S. Department of Transportation — 46] FEDERAL SUB-AGENCY NAME [79 FHWA

17 **(A) TYPE OF APPLICANT:** (Check (×) the single most applicable box)

STATE ☒ 12 — INTER-STATE ☐ 13 — COUNTY ☐ 14 — CITY ☐ 15 — SCHOOL DISTRICT ☐ 16 — SPECIAL DISTRICT ☐ 17 — COMMUNITY ACTION ☐ 18 — SPONSORED ORGANIZATION ☐ 19 — OTHER ☐ 20

(B) TYPE OF ACTION: (Check (×) as many boxes as apply to this action)

NEW GRANT ☒ 21 — CONT. GRANT ☐ 22 — SUPPL'T GRANT ☐ 23 — INCREASE DURATION ☐ 24 — DECREASE DURATION ☐ 25 — CANCELLATION ☐ 26 — INCREASE DOLLARS ☐ 27 — DECREASE DOLLARS ☐ 28

(C) HAS DISTRICT CLEARINGHOUSE BEEN NOTIFIED? Yes ☒ 29 No ☐ 30 Date: June 20, 1979

(D) REVIEW REQUIRED by A-95 Yes ☒ 31 No ☐ 32

(E) ENVIRONMENTAL IMPACT Yes ☐ 33 No ☒ 34

(F) HOUSING RELOCATION REQUIRED Yes ☐ 35 No ☒ 36

(G) ESTIMATED APPLICATION FILING DATE: 41] MONTH [42 July — 43] DAY [44 20 — 45] YEAR [46 1979

ADDITIONAL INFORMATION—ALL APPLICANTS

I. A. Is the project consistent with the city or county comprehensive plan, zoning and subdivision ordinance? No ☐ Yes ☒

I. B. Is the proposal consistent with statewide land use goals? No ☐ Yes ☒

I. C. Is the proposal consistent with state and regional plans? No ☐ Yes ☒

II. Will the project have an impact on a neighboring jurisdiction? No ☒ Yes ☐

If so, is the project consistent with the comprehensive plan for that jurisdiction? No ☐ Yes ☐

III. Explain deviations if any, from pertinent plans.

IV. Federal Catalog number (or Public Law no. and title) 20.205 Highway Planning & Construction

V. Has funding agency been notified? No ☐ Yes ☒ Date: June 20, 1979

VI. If project includes state funds (12C), identify agency Highway

STATE AGENCIES ONLY

VIII. (a) IS PROGRAM BUDGETED ☐ NON-BUDGETED ☐

(b) STATE SHARE

GENERAL FUND CASH	OTHER FUND CASH	IN KIND
$	$	$

(c) FUNDING METHOD

	FEDERAL SHARE		STATE SHARE		TOTAL	
First Year	%	$	%	$	%	$
Second Year	%	$	%	$	%	$
Third Year	%	$	%	$	%	$

(d) WILL PROGRAM REQUIRE HIRING OF NEW STATE EMPLOYEES? No ☐ Yes ☐ Number ______

(e) Will accounting for this grant be administered by the Executive Dept. Accounting Division? Yes ☐ No ☐

PLEASE ATTACH ANY ADDITIONAL NARRATIVE OR REMARKS

This is a Category 3 Project of Non-Major environmental impact under Oregon's Action Plan.

OREGON STATE HIGHWAY DIVISION
PROJECT ASSESSMENT

RS-B443(-)

PART 1. GENERAL INFORMATION

A. Project Identification:

Date June 12, 1979

Section Hay Canyon Creek (Monkland Rd) Br.

Unit (if appl)

County Sherman

City

Highway FAS-B443

State Hwy. No.

Termini: M.P.(if appl) 5.06

Length

Region 4

Construction Estimate $100,000 FAS-C
Program Amount

B. Purpose of Project:

To improve safety by widening a narrow bridge; semi trucks keep destroying guard rails, farmers' equipment too wide to move across bridge.

C. Origin & History of Project:

The bridge was built in 1923 and is not adequate in width for trucks and farm equipment. Special Road Committee recommends widening to the County Court. The complaints from farmers for several years is that it is too narrow to move equipment over.

D. General Description of Project:

Widen existing bridge and approaches. The alignment will change just in the immediate vicinity of the new structure.

Alignment: New ______ Existing x ______ Combined ______

Typical Section: Existing: No. Lanes 2 ; Med. ____ ; Shldrs. 0 ; Parking 0

Proposed: No. Lanes 2 ; Med. ____ ; Shldrs. ____ ; Parking 0

Traffic: Existing Facility: Existing ADT 80 ; Projected ADT ______ ; Yr. ______

Existing Level of Service ______

Proposed Facility: Projected ADT ______ ; Yr. ______

Projected Level of Service ______

Right of Way: Additional anticipated Yes ; if yes, give approx. No. Parcels 1
Yes, No

Unknown
Acres Est. .02 Type of Relocation Req. ________________; No. ________

Materials Source, Borrow, Waste Disposal Requirements, if any:

County has material source within two miles.

Type of Structure(s):

Existing - RCDG
Widening - Precast slabs

Brief Description of River or Stream and Type of Involvement, if any:

Dry canyon that bridge crosses except in winter runoff.

Local City, County or COG priorities of project:

N/A

FHWA and/or OSHD approvals given, if any:

None

Location or Design Alternatives (identify and describe):

New bridge or widen old one. No build.

Other Descriptive Information or Comments:

By widening existing bridge, no detours or traffic problems will be encountered.

(Attach project sketch map.)

PART II. ENVIRONMENTAL ASSESSMENT

A. Brief Environmental Setting of Project Area:

1. Natural:

Water features - snow run off or flash floods, otherwise dry stream.

2. Cultural:

Land use: grazing and farming

B. Preliminary Assessment of Environmental Impacts:

1. Consequences and Significance of Right-of-Way Acquisition:

None

2. Estimated Impact on Traffic Patterns:

None

Consequences--Air Quality, Noise, Safety, etc.:

Cars and trucks can cross bridge with safety

3. Estimated Impact on Land Use:

None

Consequences:

4. Expected Impact on Natural Ecological Resources:

None

Consequences:

5. Expected Impact on Cultural and Scenic Resources:

None

Consequences:

6. Preliminary Identification of Areas of Critical Concern:

None

7. Potential for Controversial Issues:

None

8. Potential for Consistency of Proposal With:

a. Clean Air Implementation Plans

No

b. Noise Standards

A noise study report is required. Project may be processed under a statewide noise study report.

c. Water Quality Standards

No

d. Area Land Use and Transportation Plans, and Zoning

Yes

C. Recommended Type of Action and Documentation:

-------------MAJOR ACTION------------------		----NON-MAJOR ACTION-----
SIGNIFICANT:	NON-SIGNIFICANT:	
____ D & FEIS	____ D & F Neg.Dec.	X ASSESSMENT ONLY
____ Section 4(f)	____ Section 4(f)	____ STATEWIDE ASSESSMENT

Basis for Type of Action and Documentation:

D. Recommended Project Category: ____ 1 ____ 2 X 3 ____ 4

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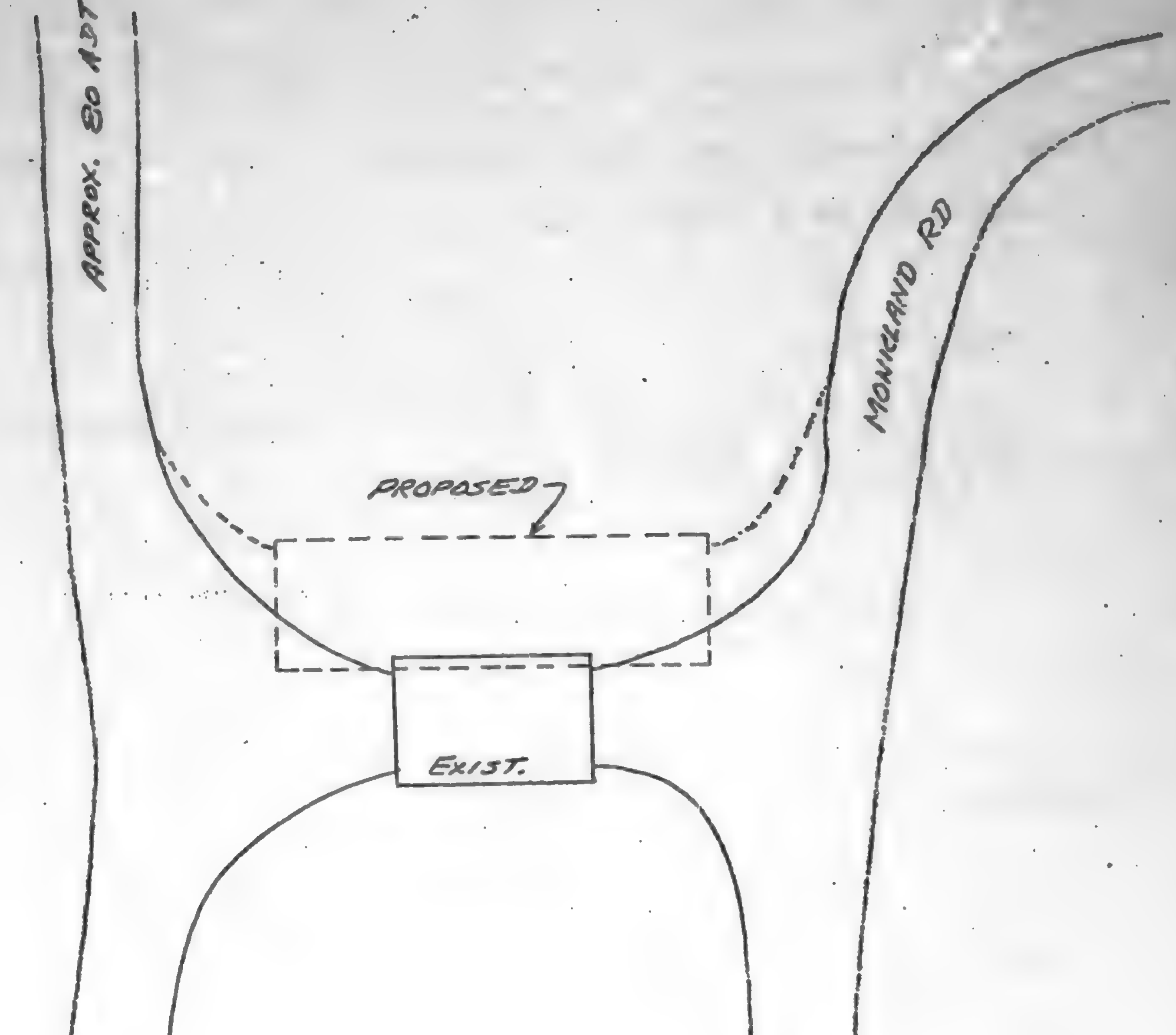
M.P. 5.06 MONKLAND RD.

FAS-C B-443 (665)

SHERMAN CO.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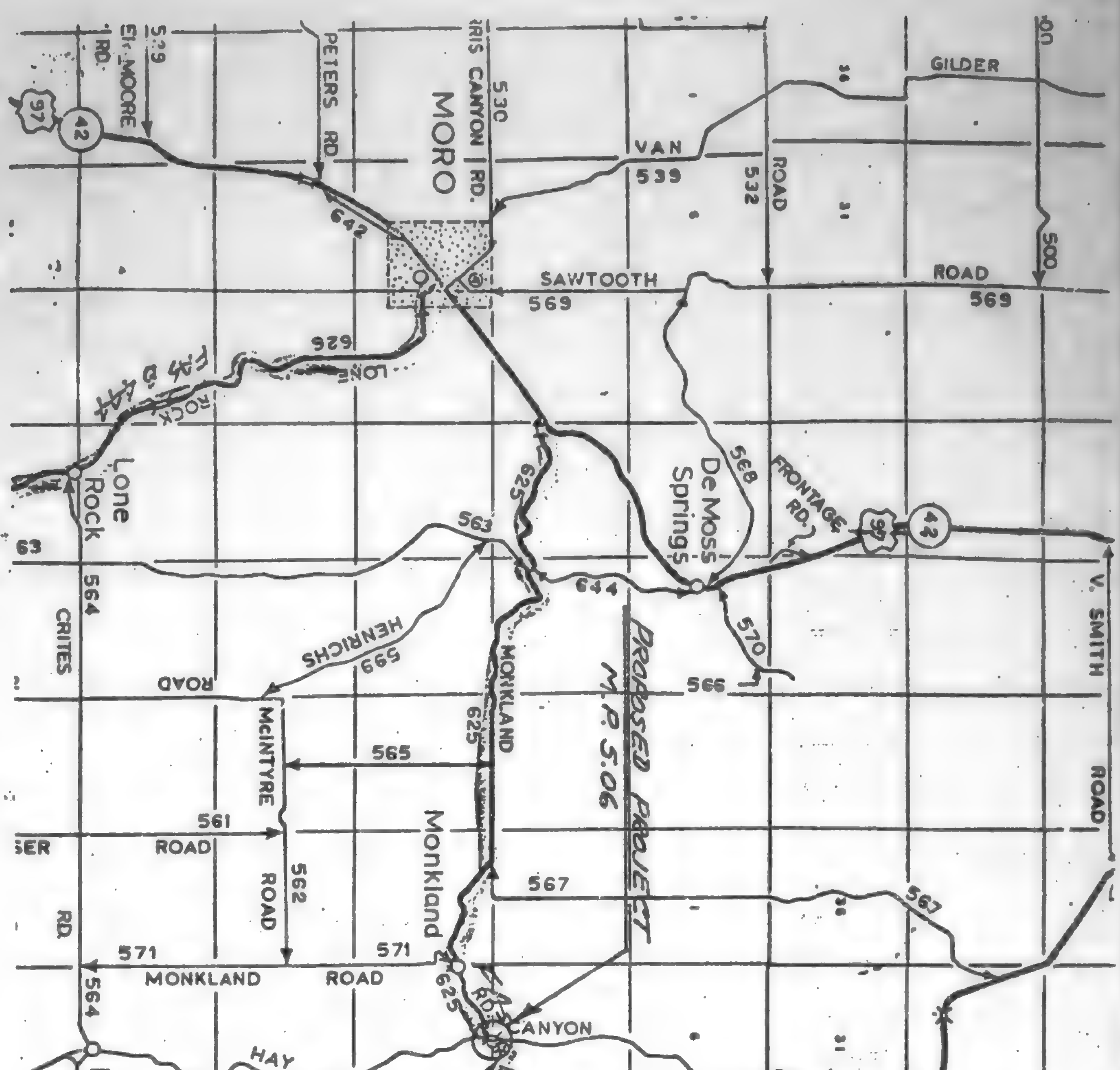
PROPOSED PROJECT M.P. 5.06

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9266

NO		☒ACTION	☐INFO
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5-23-79

1859
GOVERNOR

Department of Transportation
TRANSPORTATION BUILDING, SALEM, OREGON 97310

May 21, 1979

Mr. William Penhollow
Executive Assistant
Association of Oregon Counties
P.O. Box 12729
Salem, Oregon 97309

SUBJECT: Project Advancement
FAS-C Program

Dear Mr. Penhollow:

At the Transportation and Parks Committee meeting May 11 and the Technical Advisory meeting May 17, I reported advancing May 1, under the master FAS-C Agreement, commitment of eight (8) rank order FAS-C projects to construction. These involved the following counties:

Jefferson	Polk
Baker	Sherman ✓
Douglas	Wallowa
Deschutes	Coos

In addition, I indicated 2.6 million dollars of committed FAS-C projects cannot make it to construction in the 1980 Federal Fiscal year. Based on this I further recommended committing the seven (7) remaining FAS-C applications to construction. Most of these seven (7) are in various stages of preliminary engineering. Advancing the seven (7) projects to construction will result in a 1980 over commitment of 1.7 million dollars. It will possibly result in some low priority counties being committed to construction in advance of some potentially higher ranking applications later in the year. These future applications, however, can still be authorized for preliminary engineering. The necessary lead time for their development should preclude delaying their construction.

These seven (7) counties recommend for construction commitment, beyond the master FAS-C Agreement, are:

Lane
Benton
Umatilla
Jackson
Marion
Union
Lake

Please note that potentially the Douglas, Coos, Union and Lake County projects may be bid in 1979. This will result in nearly full obligation of the 1979 FAS-C funds at the end of the Federal Fiscal year. If any of the other FAS-C projects scheduled for bidding in the next few months overrun their current estimate, we may need to postpone one of these projects from say September to October of this year. Likely, this will not happen, but in all fairness it needs to be pointed out.

Both of your committees approved this concept, of going beyond this master FAS-C Agreement and committing the 7 preliminary engineering projects to construction. It is appropriate to state this in the record by your signing and returning a copy of this letter. We will withhold the Lake County project until your Board of Directors authorizes an advancement of funds greater than 5 years.

Very truly yours,

Gerald Wimer
Local Government Engineer

GWW:pf

APPROVED BY

Bill Penhollow
William Penhollow, Executive Assistant
Association of Oregon Counties

Date May 24, 1979

9266

OREGON STATE HIGHWAY DIVISION
PROJECT ASSESSMENT

PART 1. GENERAL INFORMATION

A. Project Identification:

	Date May 3, 1979
Section Hay Canyon Bridge	Unit (if appl)
County Sherman	City
Highway Monkland Road FAS-C B443	State Hwy. No.
Termini: M.P.(if appl) 5.06	Length
Region 4	Construction Estimate $100,000 Program Amount

B. Purpose of Project:

To improve safety by widening a narrow bridge; semi trucks keep destroying guard rails, farmers' equipment too wide to move across bridge.

C. Origin & History of Project:

The bridge was built in 1923 and is not adequate in width for todays trucks and equipment. Special Road Committee recommends widening to the County Court. The complaints from farmers for several years is that it is too narrow to move equipment over.

D. General Description of Project:

Widen existing bridge and approaches. The alignment will change just in the immediate vicinity of the new structure.

Alignment: New ______ Existing x ______ Combined ______

Typical Section: Existing: No. Lanes 2 ; Med. ____ ; Shldrs. 0 ; Parking 0

Proposed: No. Lanes 2 ; Med. ____ ; Shldrs. ____ ; Parking 0

Traffic: Existing Facility: Existing ADT 80 ; Projected ADT ______ ; Yr. ______

Existing Level of Service ______

Proposed Facility: Projected ADT ______ ; Yr. ______

Projected Level of Service ______

Right of Way: Additional anticipated Yes ; if yes, give approx. No. Parcels 1
Yes, No

Unknown
Acres Est. .02 Type of Relocation Req. ________________; No. ________

Materials Source, Borrow, Waste Disposal Requirements, if any:

County has material source within two miles.

Type of Structure(s):

Existing - RCDG
Widening - Precast slabs

Brief Description of River or Stream and Type of Involvement, if any:

Dry canyon that bridge crosses except in winter runoff.

Local City, County or COG priorities of project:

N/A

FHWA and/or OSHD approvals given, if any:

None

Location or Design Alternatives (identify and describe):

New bridge or widen old one. No build.

Other Descriptive Information or Comments:

By widening existing bridge, no detours or traffic problems will be encountered.

(Attach project sketch map.)

PART II. ENVIRONMENTAL ASSESSMENT

A. Brief Environmental Setting of Project Area:

1. Natural:

Water features - snow run off or flash floods, otherwise dry stream.

2. Cultural:

Land use: grazing and farming

B. Preliminary Assessment of Environmental Impacts:

1. Consequences and Significance of Right-of-Way Acquisition:

None

2. Estimated Impact on Traffic Patterns:

None

Consequences--Air Quality, Noise, Safety, etc.:

Cars and trucks can cross bridge with safety

3. Estimated Impact on Land Use:

None

Consequences:

4. Expected Impact on Natural Ecological Resources:

None

Consequences:

5. Expected Impact on Cultural and Scenic Resources:

None

Consequences:

6. Preliminary Identification of Areas of Critical Concern:

None

7. Potential for Controversial Issues:

None

8. Potential for Consistency of Proposal With:

a. Clean Air Implementation Plans

No

b. Noise Standards

No

c. Water Quality Standards

No

d. Area Land Use and Transportation Plans, and Zoning

Yes

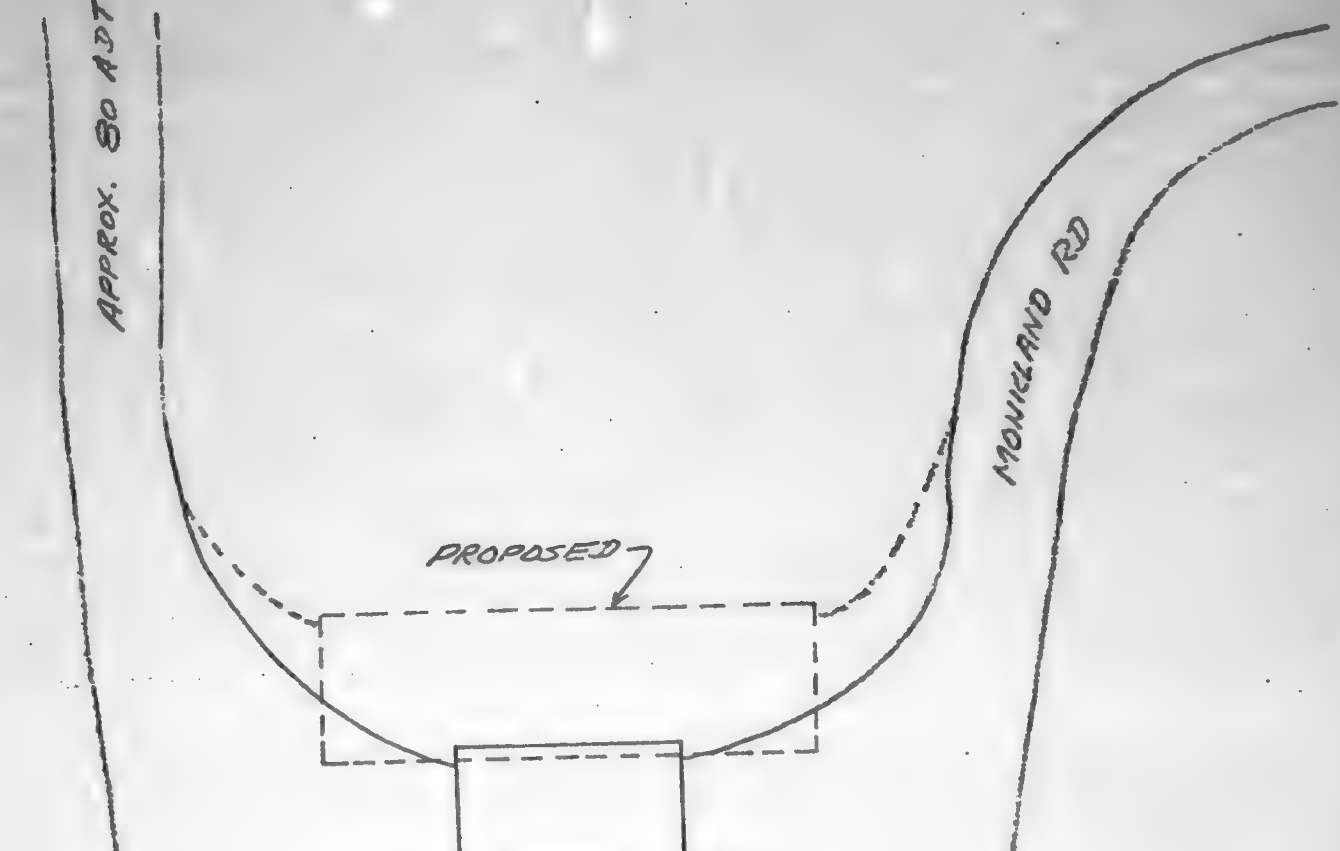
C. Recommended Type of Action and Documentation:

-------------MAJOR ACTION-------------		----NON-MAJOR ACTION----
SIGNIFICANT:	NON-SIGNIFICANT:	
____ D & FEIS	____ D & F Neg.Dec.	X ASSESSMENT ONLY
____ Section 4(f)	____ Section 4(f)	____ STATEWIDE ASSESSMENT

Basis for Type of Action and Documentation:

D. Recommended Project Category: ____ 1 ____ 2 X 3 ____ 4

HAY CREEK BR.
M.P. 5.06 MONKLAND RD.
FAS-C B-443(665)
SHERMAN CO.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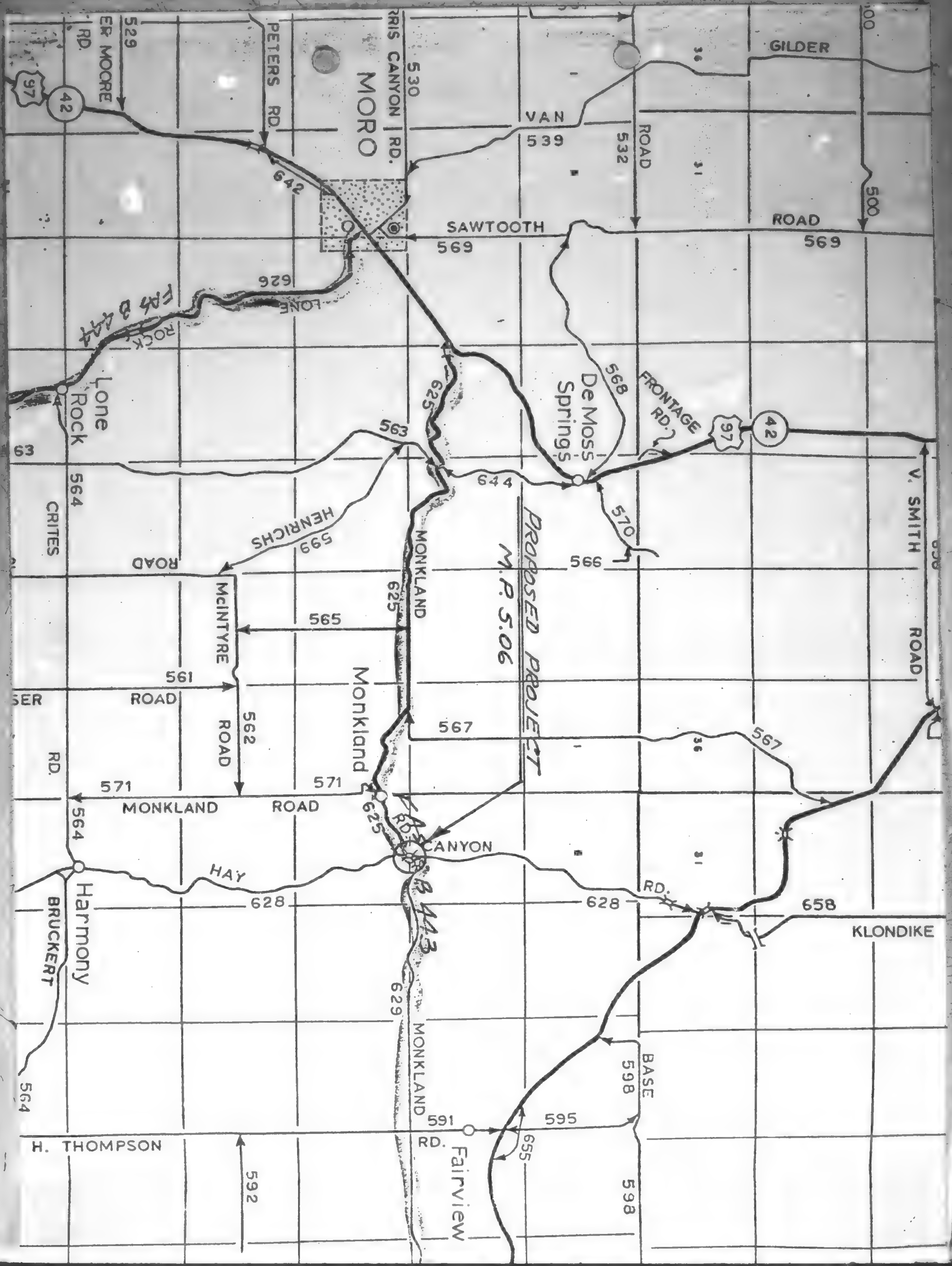

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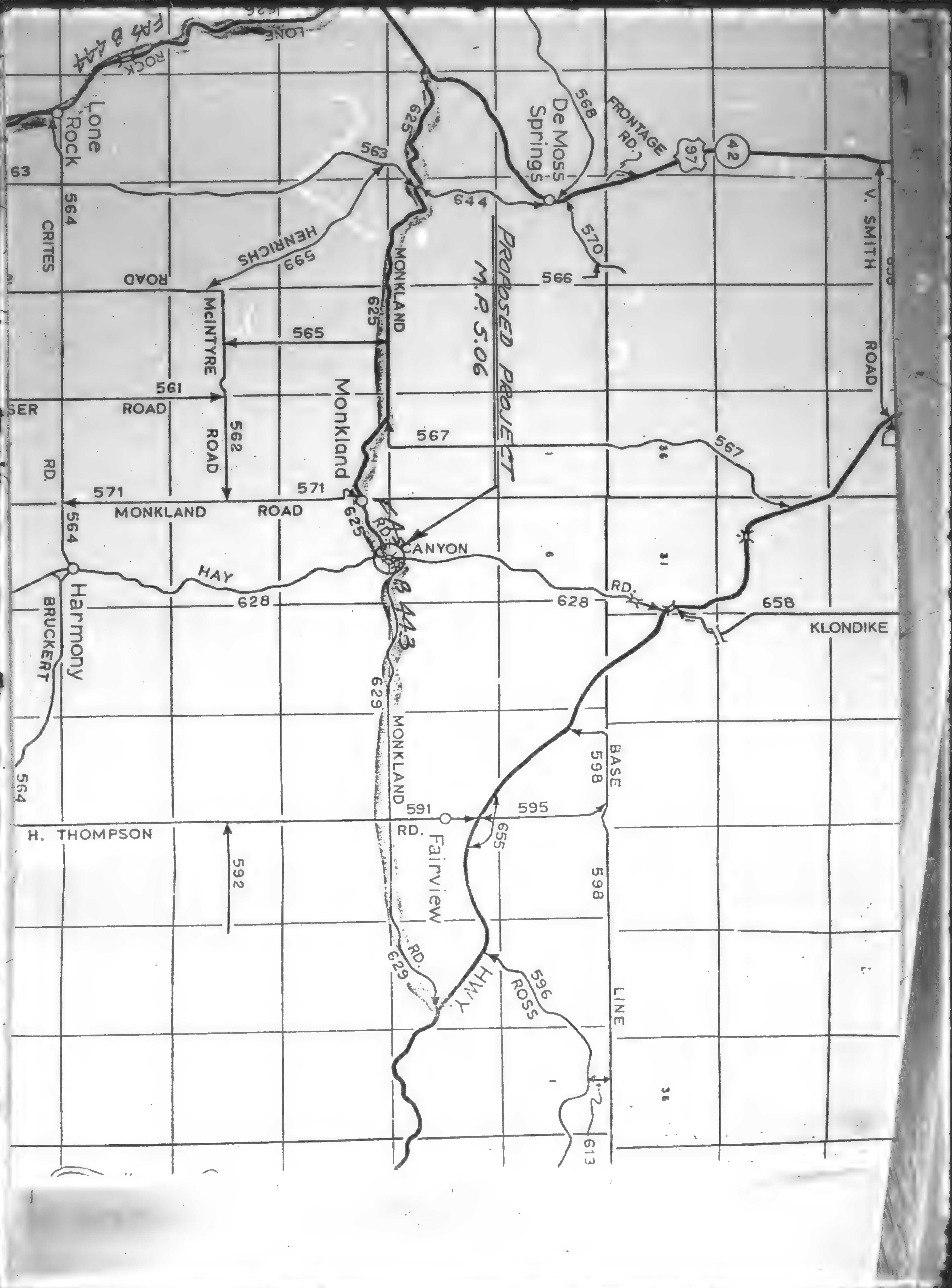
PROPOSED PROJECT
M.P. 5.06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9266

FEDERAL AID PROJECT REQUEST

Date March 26, 1979

Applicant Agency Sherman County
Request for: Off-System ____, FAS-C X, FAUS ____ Project
Federal Aid Route No. B-443 (665) Route Name Monkland Road
Project Name Hay Canyon Bridge (Co.Bridge No. 28-C-02) Br. 998
M.P. 5.06
Project Length 100' Including approaches Project Location (Attach sketch map)
Project Description Widen existing structure, grade and pave approaches.

Ends of structure handrails are being hit quite often due to narrow width of bridge and tight approaches.

Average Daily Traffic 80 (see sketch) Design Speed 55

Complete Applicable Sections:

I. ROADWAY DATA

1. **Existing Roadway:** (Attach sketch)

Width ____ Travel Lanes ____ Shoulders ____
Medians ____ Parking ____
Sidewalks ____
Remarks See sketch

2. **Desired Roadway Cross Section:** (Attach sketch)

Width ____ Travel Lanes ____ Shoulders ____
Medians ____ Parking ____
Curbed ____ Length Curb Radii ____
Sidewalk/Bikeway ____
Remarks See sketch

II. RIGHT-OF-WAY DATA

1. **Existing Right-of-Way:**

General Width 60' Minimum 60' Maximum 60'

2. Has right-of-way been acquired for this project subsequent to January 2, 1971?
Yes ____ No X

3. Will additional right-of-way be needed? Yes X No ____
If answer is "yes," will cost of right-of-way be subject to Federal reimbursement? Yes ____ No X
Remarks County to procure. State to help with description.

III. TRAFFIC CONTROL DATA

1. **Existing Signalization and Location:**

None

2. **Proposed Signalization:**

Location None

Type

Phases

Type of Suspension

Interconnected

Remarks

3. **Permanent Signing:**

Include in project or by applicant? Applicant

4. **Permanent Striping:**

Include in project or by applicant? Applicant

IV. ILLUMINATION DATA

1. **Existing Illumination and Location:**

None

2. **Proposed Illumination:**

Location None

Type

Remarks

V. STRUCTURE DATA

1. **Existing Structure:**

Location M.P. 5.06, Monkland Road B-443 (665)

Type R.C.D.G. (See OSHD plans for Bridge No. 998)

Approach Roadway Width See sketch

Shoulder Width

Length 32'

Width 19' 4" Between curbs

To remain in place? Yes

Exist. is O.K. for HS-20 loading.

2. **Proposed Structure:**

Location Same - widen existing, HS-20 - loading

Approximate Size: Length 66' Width 20' widening

Are sidewalk/bikeways desired: No

Are any utilities to be attached to structure? No

Are provisions for illumination desired? No

Are there any unusual or complicating conditions? No

Remarks Widening to be accomplished under traffic - one-way traffic will be necessary.

VI. RAILROAD DATA

1. Are there any railroad crossings? Yes ____ No X

Name of Railroad --

Existing Crossing Protection ____

2. Will existing railroad crossing be altered? --

Remarks ____

VII. ACTION PLAN REQUIREMENTS

During project development for Category 1, 2, and 3 projects, the city or county shall perform and document responsibilities as found indexed in the Oregon Action Plan, particularly Citizen Involvement and Participation; Environmental Aspects; and Public Hearing Requirements.

The OSHD Region Engineer will provide assistance, liaison and monitoring for these activities.

Responsible local office and party to be contacted for the following activities:

1. Citizen Involvement — Sherman County Road Department Office
2. Environmental — Sherman County Road Department Office
3. Public Hearing — Sherman County Road Department Office

Remarks ____

VIII. GENERAL INFORMATION

1. Project preliminary engineering to be performed by:

Applicant ____ State X Consultant ____

2. Project construction engineering to be performed by:

Applicant________ State X_______. Consultant________

3. Will applicant perform any work prior to or after award of contract?
Yes________ No X_______
If "yes," describe briefly:________

4. Applicant's estimate of cost for requested project:

Roadway Work	$ 3,000.
Right-of-way costs (if participating)	
Traffic control	2,000
Illumination	
Structures	74,000.
Railroad	
Other Const. Engr. & Contingencies	14,500.
Preliminary engineering	6,500.
PROJECT TOTAL	$ 100,000.

Remarks________

THIS APPLICATION IS AN OFFICIAL REQUEST FROM:

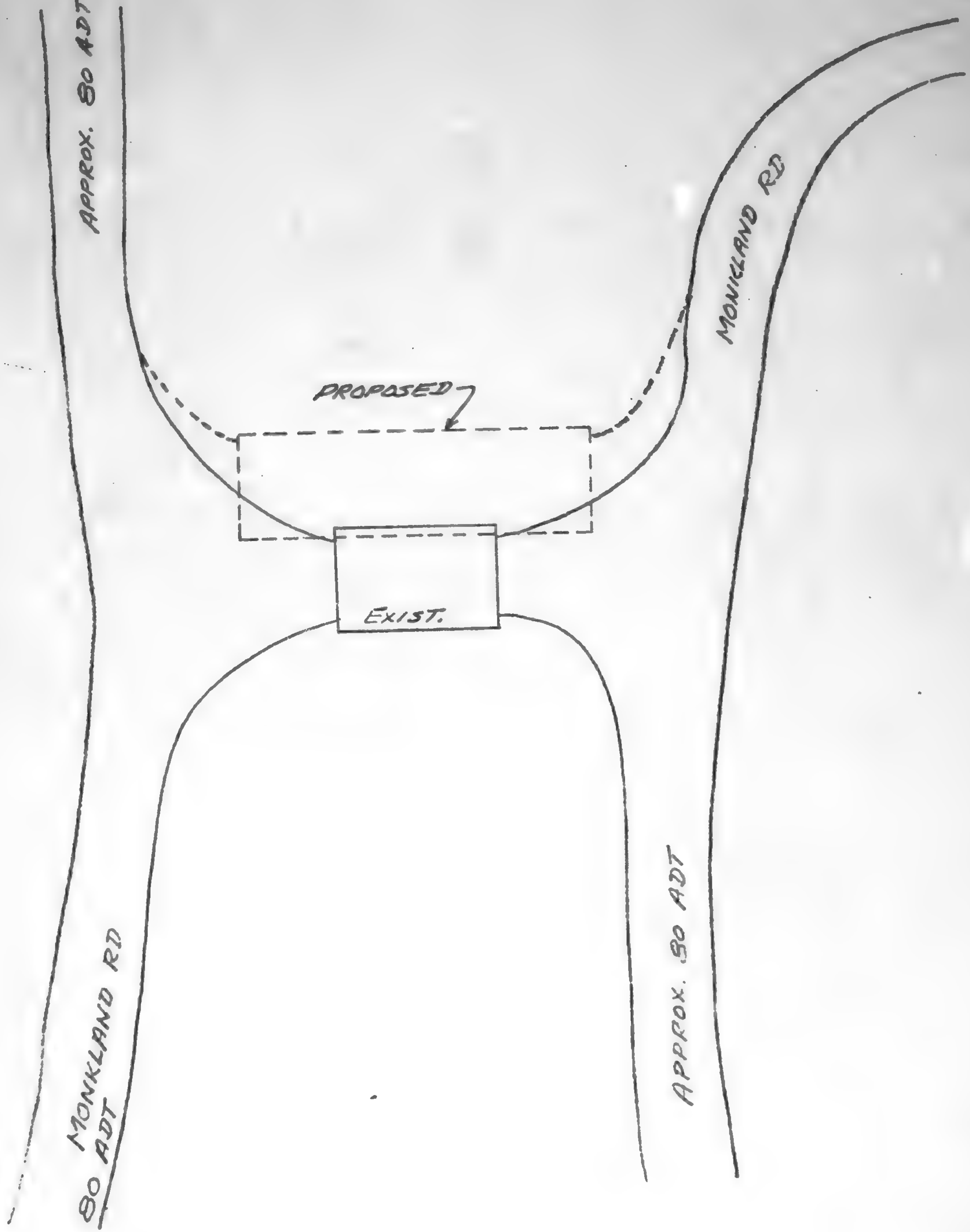
CITY OF ________ and/or Sherman COUNTY

By________ By Max Hoskinson

By________ By L. E. Kaseberg

By Dewey Thomas

CANYON
~~HAY CREEK~~ BR.
M.P. 5.06 MONKLAND RD.
FAS-C B-443 (665)
SHERMAN CO.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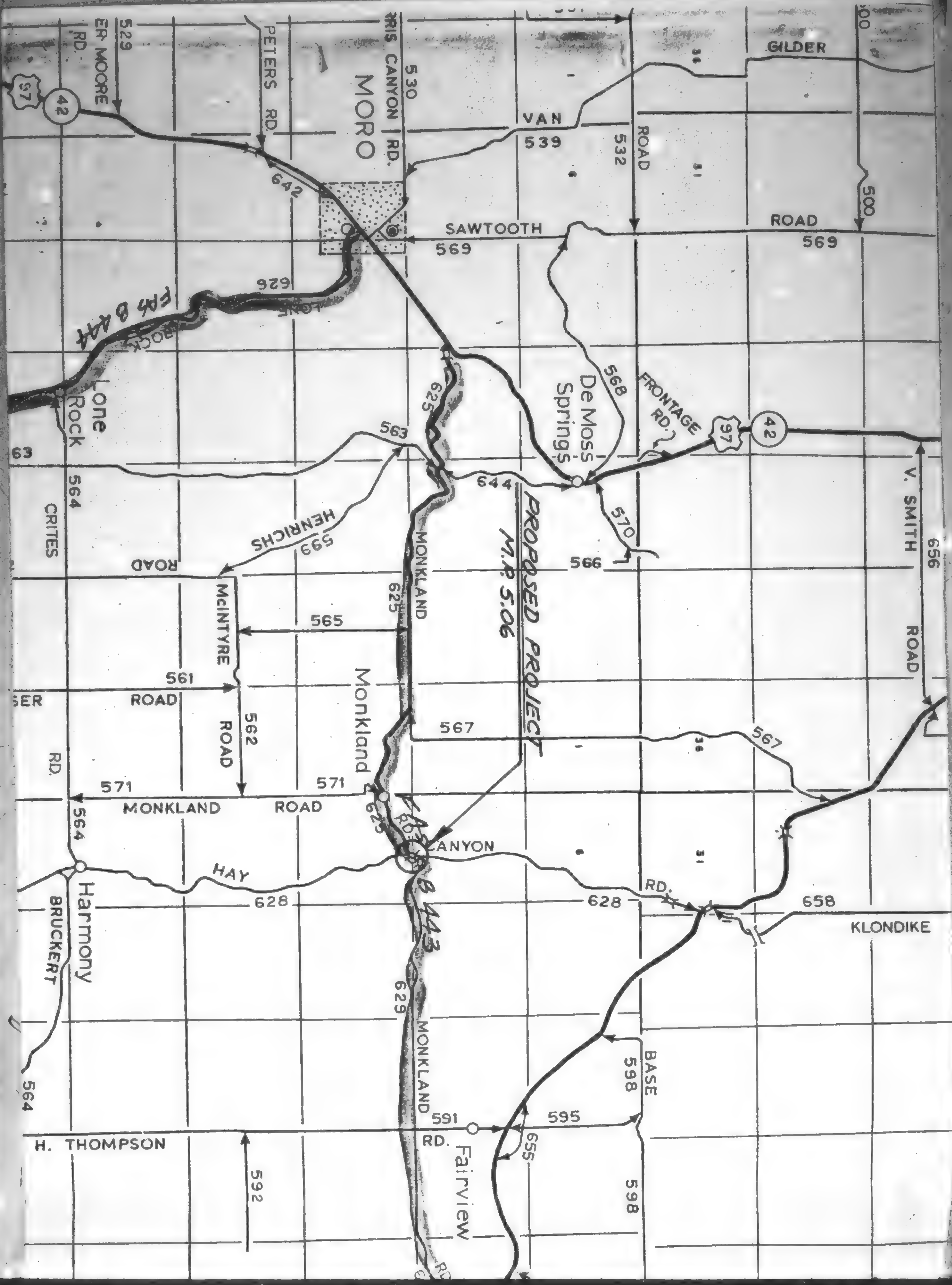
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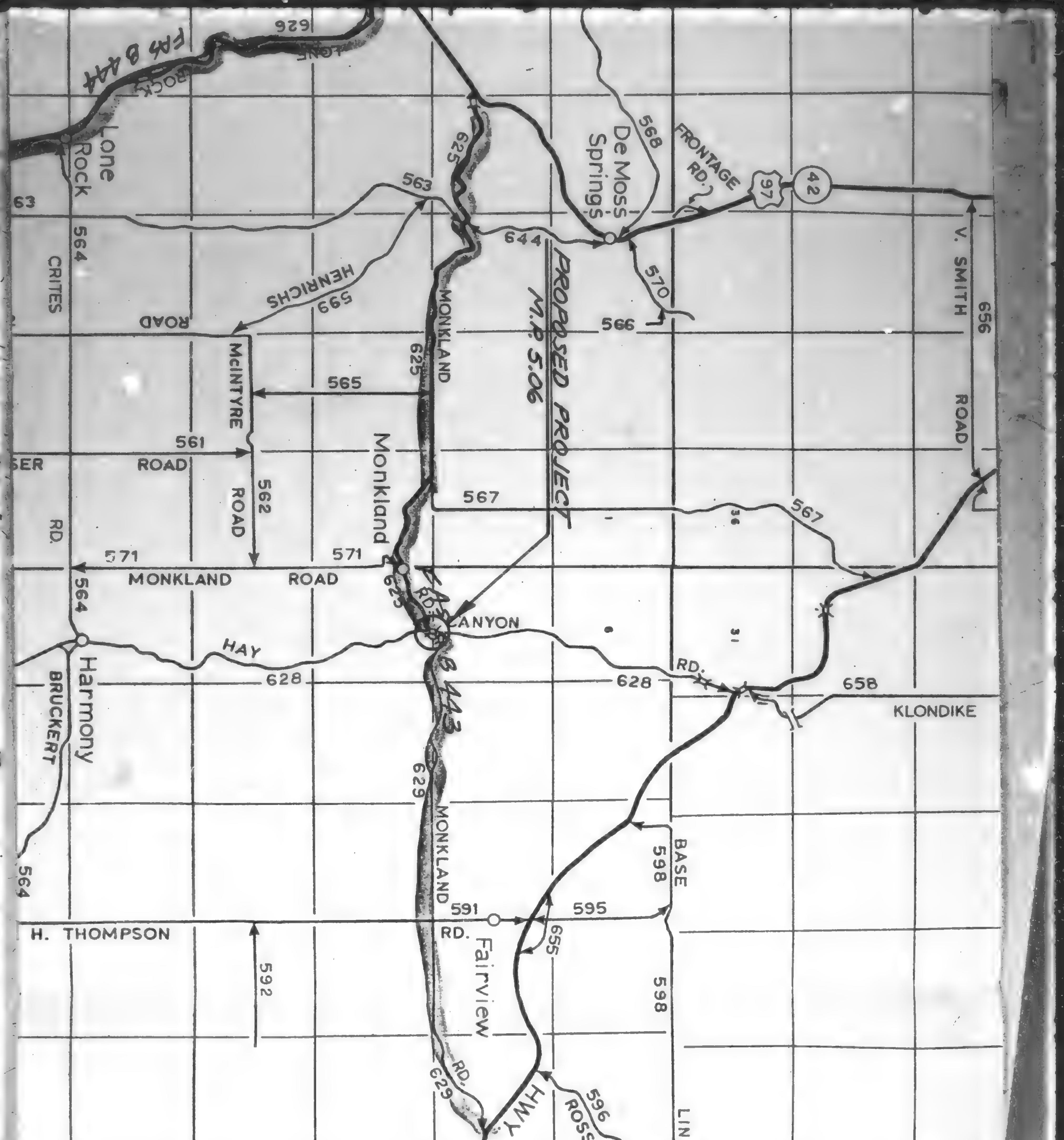
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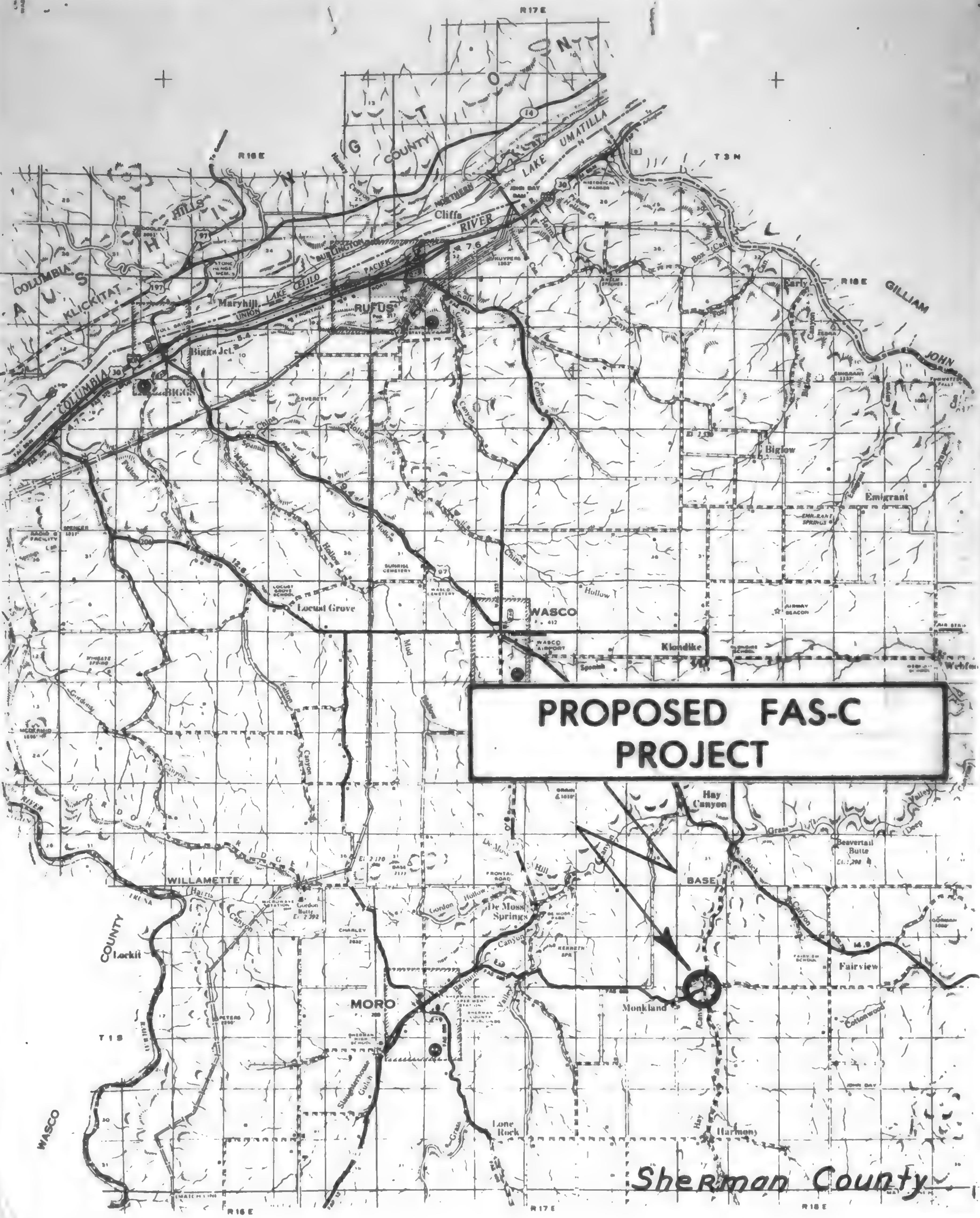
PROPOSED FAS-C PROJECT
Sherman County
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BIGGS
Biggs Jct.
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Cliffs
Klondike
Locust Grove
Willamette
Grass Valley
De Moss Springs
Monkland
Hay Canyon
Base
Fairview
Harmony
Lone Rock
Biglow
Emigrant
Beavertail Butte
Gordon Butte
Lockit
COLUMBIA RIVER
LAKE UMATILLA
KLICKITAT
WASHINGTON
GILLIAM
JOHN DAY
WASCO COUNTY
R16E
R17E
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T1S

1981 Dairy Ck. (Susbauer Rd.) 9267
Br. Sec. of Susbauer Rd.
(Grad., pav. & struc.)

Cda 7/61 10/17/79

9267

OREGON DEPARTMENT OF TRANSPORTATION

HIGHWAY DIVISION INVOICE

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DIVISION
TRANSPORTATION BUILDING
SALEM, OREGON 97310

INVOICE NUMBER	141940
DATE	6/13/85
YOUR ORDER NUMBER	
BILLING REQ. NUMBER	CA 4389

CODE: WASHINC

WASHINGTON COUNTY
BOARD OF COMMISSIONERS
COURTHOUSE
HILLSBORO OR 97123

PREFIX	FUNC	SUB FUNC	OBJECT	P/N GROUP	AMOUNT
	321	00			4,129.62
234-1052	296	00	000		4,129.62
234-1052	297	00	000		(4,129.62)

DESCRIPTION

FINAL SETTLEMENT WITH WASHINGTON COUNTY FOR FAP BROS-3400(4) DAIRY CREEK (SUSBAUER RD.) BRIDGE.

COUNTY'S SHARE OF COSTS PER ATTACHED ITEMIZED STATEMENT.

		TOTAL PRICE
PE	3,712.76	
CONST.	44,396.86	
TOTAL COUNTY'S COSTS		48,109.62
LESS: COUNTY'S ADVANCE DEPOSITS		(43,980.00)
BALANCE DUE FROM COUNTY		4,129.62

PROGRAM SECTION
MANAGER ___ RESOURCE UNIT ___
FA UNIT ___ PROGRAM UNIT ___
JUN 13 1985
REFER TO ______
R/D ___ ACT ___ REPLY ___
DISC ___ INFO ___ FILE ___

110.00 ACCT. FINAL

IF YOU HAVE QUESTIONS ON THIS INVOICE, PLEASE CONTACT:

MIKE SHULTZ PH: 378-6514 FOR CORRECTNESS OF CHARGES

OR JANE HENSLEY PH: 378-5035 PREPARER OF INVOICE

FOLD

724-1150 (7-81)

9267

OREGON STATE HIGHWAY DIVISION

ITEMIZED STATEMENT OF FINAL COSTS DATE: MAY 29, 1985

COUNTY: WASHINGTON AGREEMENT NO: 7161 PROJECT NO: BROS-3400(4)

CONTRACT NO: 9267 SECTION: Dairy Cr. (Susbauer Rd.) Br.

PRELIMINARY ENGINEERING PREFIX 234-1903:

	Participating	Non Participating
Project Manager	$ 7,612.97	$ 466.52
Final Design	2,983.34	
Region Geology	332.90	
Traffic Section	14.61	
R/W Liaison	34.22	
Region Utility Liaison	82.88	
Location	1,699.03	
Program Section	14.07	
Administrative Services	81.85	
Environmental Section	128.92	
Structural Foundations	3,118.40	25.60
Bridge Design (No Cost to County)	2,622.63	
Specification (No Cost to County)	1,505.49	
TOTAL P.E. COST	$ 20,231.31	$ 492.12
Less Free Bridge Design & Spec's	(4,128.12)	0.00
TOTAL P.E. COST TO COUNTY	$ 16,103.19	$ 492.12

CONSTRUCTION PREFIX 234-1052:

	Participating	Non Participating
Payment to Contractor	$ 173,413.16	$
Interest on Final Payment		30.00
Engineering Cost	20,723.26	4,449.10
Program Section	94.53	
Materials Testing	4,218.73	
Technical Services	261.95	
Construction Branch	355.60	
Region Office Charges	72.02	
General Construction (Accounting)	285.88	
Equal Opportunity Employment Monitoring	163.66	
TOTAL CONSTRUCTION COST	$ 199,588.79	$ 4,479.10

SUMMARY:

Participating P.E. Cost		$ 16,103.19
Participating Const. Cost		199,588.79
TOTAL PARTICIPATING COUNTY COST		$ 215,691.98
Federal Funds:		
P.E. 80%	$ 12,882.55	
CONST. 80%	159,671.03	(172,553.58)
SUBTOTAL		$ 43,138.40
Plus Nonparticipating County Cost		4,971.22
Less County Advance Deposts:		
P.E.	$ 4,480.00	
Construction	39,500.00	(43,980.00)
BALANCE DUE FROM COUNTY		$ 4,129.62

MKS:bkb

234-1903
234-1052

9267

ORIGINAL

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

3-16-84

FINAL VOUCHER FOR PAYMENT UNDER 23 U.S.C. 117

D.O. VOUCHER NO.	
STATE VOUCHER NO.	
DATE	
FHWA SCHEDULE NO.	
PAID BY	

Appropriation:

The United States, Dr., TO Treasurer of the State of ORegon

Address Capitol Building
Salem, OR 97310

STATE Oregon

PROGRAM APPROVED

FEDERAL AID PROJECT NO. BROS-3400(4)

VOUCHER PERIOD From: 1-18-80 To: 7-21-82

FINANCIAL DATA

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
20,723.43	20,231.31	80%	16,185.05	16,185.05	-0-
204,067.89	199,588.79	80%	159,671.03	159,671.03	-0-
224,791.32	219,820.10	80%	175,856.08	175,856.08	-0-

The undersigned State highway agency certifies as follows: The above-mentioned project has been completed; the plans, design and construction for said project are in accord with the laws, standards and procedures of this State applicable to projects in this category approved by the Federal Highway Administration or such project exceptions as have been approved by FHWA; and no claim has been presented to or payment made by the United States for the work for which payment is claimed herein.

SIGN ORIGINAL ONLY

_______________ *State Highway Agency*

By Controller *Authorized Officer* 3/16/84 *Date*

I certify that a final inspection of the above project has been made by an authorized official of the Federal Highway Administration. On the basis of such inspection and the State highway agency's certification the amount claimed is approved for payment.

Amount submitted $ 0.00

Adjustments $ _______________

Amount Approved $ _______________

SIGN ORIGINAL COPY

____
Signature of Authorized FHWA Representative Date

Form FHWA-1447 (4-78) PREVIOUS EDITIONS ARE OBSOLETE

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (*Payee must not use this column*)
	Dairy Creek (Susbaurer Rd.) Bridge Susbaurer County Road Washington County					
	Preliminary Engineering Type Code PE					
	State	All Required			$ 20,231.31	
	Construction Type Code X080 Structure, Bridge #1302A (Sta. 75+52 to Sta. 76+69)					
	Final Contract Payment Summary	Lump Sum			173,413.16	
	Construction Engineering					
	State	All Required			26,011.97	
	Misc Project Cost					
	EEO monitoring Expense	All Required			163.66	
	Total Participating Project Cost				219,820.10	
	Non Participating Project Cost					
	Preliminary Engineering (State)	All Required			492.12	
	Interest on Final Payments	All Required			30.00	
	Construction Engineering	All Required			4,449.10	
	Total Non Participating Project Cost				4,971.22	
	Total Project Cost				224,791.32	
	Prepared based on Participating cost as shown on this Federal Billing as of 3-29-84					
	AMOUNT CARRIED FORWARD					

802 117 BILLING NUMBER 42

OREGON STATE HIGHWAY DEPARTMENT
FHWA BILLING VOUCHER

05/02/85

PREFIX GRP FL	FED AID PROJ	AGREEMENT AMOUNT	TOTAL COSTS TO DATE	PARTIC. AMOUNT	% OF PARTIC.	FEDERAL SHARE	AMOUNT PREV. CLAIMED	ADJUSTMENT AND CODE	AMOUNT OF THIS VOUCHER
231-1948 1#	BROS-3100-004	12,495.99	15,897.71	15,619.99	80.00	12,495.99	12,495.99		
	PROJ TOTALS	56,649.69	71,737.29	70,812.11		56,649.69	56,649.69		
231-1960 1#	BROS-3100-005	12,433.04	15,567.26	15,541.30	80.00	12,433.04	12,433.04		
231-1966 1	BROS-3100-007	20,560.00	7,612.89	7,612.89	80.00	6,090.31	6,090.31		
231-1967 1	BROS-3100-009	25,760.00	7,120.06	7,120.06	80.00	5,696.05	5,696.05		
233-1030 1#	BROS-3300-002	189,664.58	240,961.09	237,080.72	80.00	189,664.58	189,664.58		
233-1940 1#	BROS-3300-002	15,697.38	19,621.72	19,621.72	80.00	15,697.38	15,697.38		
	PROJ TOTALS	205,361.96	260,582.81	256,702.44		205,361.96	205,361.96		
3-1951 1	BROS-3301-001	28,320.00	19,507.33	19,507.33	80.00	15,605.86	15,498.46		107.40
>334-1068 1#	BROS-3400-002	82,980.86	103,751.62	103,726.07	80.00	82,980.86	82,980.86		
234-1902 1#	BROS-3400-003	12,217.37	15,346.69	15,271.71	80.00	12,217.37	12,217.37		
234-1052 1#	BROS-3400-004	159,671.03	204,067.89	199,588.79	80.00	159,671.03	159,671.03		
234-1903 1#	BROS-3400-004	16,185.05	20,723.43	20,231.31	80.00	16,185.05	16,185.05		
	PROJ TOTALS	175,856.08	224,791.32	219,820.10		175,856.08	175,856.08		
234-1048 1#	BROS-3400-005	12,498.02	17,047.11	15,622.53	80.00	12,498.02	12,498.02		
234-1906 1#	BROS-3400-005	9,958.74	12,459.94	12,448.43	80.00	9,958.74	9,958.74		
	PROJ TOTALS	22,456.76	29,507.05	28,070.96		22,456.76	22,456.76		
234-1057 1#	BROS-3400-006	97,839.65	126,942.41	12[illegible]9.56	80.00	97,839.65	97,839.65		
234-1907 1#	BROS-3400-006	18,825.43	23,594.32	23,[illegible]1.79	80.00	18,825.43	18,825.43		
	PROJ TOTALS	116,665.08	150,536.73	145,831.35		116,665.08	116,665.08		
-1051 1#	BROS-3400-007	235,682.13	294,865.43	294,602.66	80.00	235,682.13	235,682.13		
4-1904 1#	BROS-3400-007	23,360.95	29,201.19	29,201.19	80.00	23,360.95	23,360.95		
234-2527 1#	BROS-3400-007	1,305.34	1,631.58	1,631.68	80.00	1,305.34	1,305.34		
>434-2535 1#	BROS-3400-007	2,000.00	2,000.00	2,000.00	100.00	2,000.00	2,000.00		
	PROJ TOTALS	262,348.42	327,698.30	327,435.53		262,348.42	262,348.42		
234-1510 1#	BROS-3400-008	20,216.02	25,270.03	25,270.03	80.00	20,216.02	20,216.02		
234-1918 1#	BROS-3400-010	22,142.77	27,721.24	27,678.46	80.00	22,142.77	22,142.77		
234-1919 1#	BROS-3400-011	27,407.99	34,267.49	34,259.99	80.00	27,407.99	27,407.99		
234-1015 1	BROS-3400-012	222,684.00	158,648.30	158,648.30	80.00	126,918.64	125,573.44		[illegible].345.20
234-1016 1	BROS-3400-013	181,642.00	55,750.26	55,757.70	80.00	44,606.16	44,522.56		83.60

DESCRIPTION	PREFIX	FUNCTION	SUB F.	GR	CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE	
	234 1902	297	00	N 9			3,700.00	
	234 1902	298	00	N 9			12,217.37	
	234 1902	901	00	P 1			8,854.19	
	234 1902	901	00	N 1			74.98	
	234 1902	905	00	P 1			882.00	
	234 1902	910	00	P 1			508.48	
	234 1902	911	00	P 1			14.61	
	234 1902	913	00	P 1			34.22	
	234 1902	914	00	P 1			70.81	
	234 1902	918	00	P 1			2,284.44	
	234 1902	920	00	P 1			14.07	
	234 1902	922	00	P 1			32.27	
	234 1902	923	00	P 1			66.36	
	234 1902	926	00	P 1			2,432.84	
	234 1902	927	00	P 1			77.42	
		TOT		P1			15,271.71	
		TOT		N1			74.98	
		** JOB TOTALS **			**	**	15,346.69 **	
DAIRY CR(SAUSBAUER RD) BR	CONT NO	* FA PROJ NOS BROS3400004 100						STATE
	~~234 1903~~	~~296~~	~~00~~	~~N 9~~			~~19,665.05CR~~	
	~~234 1903~~	~~297~~	~~00~~	~~N 9~~			~~3,480.00~~	
	~~234 1903~~	~~298~~	~~00~~	~~N 9~~			~~16,185.05~~	
	234 1903	901	00	P 1			7,612.97	
	234 1903	901	00	N 1			466.52	
	234 1903	905	00	P 1			2,983.34	
	234 1903	906	00	P 1			~~661.87~~	To 927
	234 1903	910	00	P 1			332.90	
	234 1903	911	00	P 1			14.61	
	234 1903	913	00	P 1			34.22	
	234 1903	914	00	P 1			82.88	
	234 1903	918	00	P 1			1,699.03	
	234 1903	920	00	P 1			14.07	
	234 1903	921	00	P 1			1,505.49	To 929
	234 1903	922	00	P 1			81.85	
	234 1903	923	00	P 1			128.92	
	234 1903	926	00	P 1			3,118.40	
	234 1903	926	00	N 1			25.60	
	234 1903	927	00	P 1			~~1,960.76~~	2,622.63
		TOT		P1			20,231.31	
		TOT		N1			492.12	
		** JOB TOTALS **			**	**	20,723.43 **	
GALES CR (PARSONS RD) BR	CONT NO	* FA PROJ NOS BROS3400007 100						STATE
	234 1904	296	00	N 9		17.06	26,963.89CR	
	234 1904	297	00	N 9		17.06CR	3,602.94	
	234 1904	298	00	N 9			23,360.95	

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                                                                                                31,972.48      81      84
               234    1051      900       00 P 1                                                   219.77      81      84
               234    1051      900       00 N 1                                                    49.28      81      81
               234    1051      920       00 P 1                                                 2,009.47      81      83
               234    1051      940       00 P 1                                                 2,057.77      81      82
               234    1051      941       00 P 1                                                    59.31      81      82
               234    1051      942       00 P 1                                                 1,973.96      81      83
               234    1051      944       00 P 1                                                   364.75      81      82
               234    1051      945       00 P 1                                                    68.09      81      81
               234    1051      946       00 P 1                                                   251.12      81      84
               234    1051      948       00 P 1                                                   155.04      81      82
               234    1051      985       00 P 1                                               294,602.66
                                TOT       P1                                                       262.77
                                TOT       N1                                    **     **      294,865.43  **
                             ** JOB TOTALS **
                                                                                              00000000000      STATE
   DAIRY CR(SUSBAUER RD)BR     CONT NO 9267 * FA PROJ NOS BROS3400004 100                      173,413.16      81      82
               234    1052      201       00 P 1
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                                                                  MARCH 1985            PAGE   267
 ACCOUNT SUMMARY - EXPENDITURES & LEDGERS                               FISCAL          GRAND TOTAL      ACTIVE YRS
                                                                    YEAR TO DATE          TO DATE        BEG    END
                        PREFIX  FUNCTION SUB F.  GR  CURRENT MONTH                           30.00        82     82
      DESCRIPTION
                 234    1052      206       00 N 1                                     199,171.03CR       81     84
                 234    1052      296       00 N 9                                      39,500.00         81     83
                 234    1052      297       00 N 9                                     158,671.83         81     84
                 234    1052      298       00 N 9                                      20,723.26         81     84
                 234    1052      900       00 P 1                                       4,449.10         81     84
                 234    1052      900       00 N 1                                          94.53         81     81
                 234    1052      920       00 P 1                                       2,121.20         81     83
                 234    1052      940       00 P 1                                         396.92         81     82
                 234    1052      941       00 P 1                                       1,700.61         81     82
                 234    1052      942       00 P 1                                         261.95         81     83
                 234    1052      944       00 P 1                                         355.60         81     82
                 234    1052      945       00 P 1                                          72.02         81     81
                 234    1052      946       00 P 1                                         285.88         81     84
                 234    1052      948       00 P 1                                         163.66         81     82
                 234    1052      985       00 P 1                                     199,588.79
                                  TOT       P1                                           4,479.10
                                  TOT       N1                            **      **   204,067.89  **
                              ** JOB TOTALS **
                                                                                                      STATE
   MCFEE CR (MIDWAY RD) BR     CONT NO 9346 * FA PROJ NOS BROS3400006 100                106,200.08   81     82
                 234    1057      201       00 P 1                                          35.86     82     82
                 234    1057      206       00 N 1                                     121,089.65CR   81     84
                 234    1057      296       00 N 9                                      23,250.00     81     82
                 234    1057      297       00 N 9                                      97,839.65     81     84
                 234    1057      298       00 N 9                                      11,416.27     81     84
                 234    1057      900       00 P 1                                       4,606.99     83     84
                 234    1057      900       00 N 1                                          85.28     81     83
                 234    1057      920       00 P 1                                       1,174.91     81     84
                 234    1057      940       00 P 1                                       2,104.37     81     83
                 234    1057      941       00 P 1
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9267

STATE COPY

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL ACCEPTANCE REPORT

9267

REGION NO. 10	REPORT NO.	COUNTY Washington	DIVISION Oregon
DATE OF REPORT November 28, 1983	REPORT MADE BY 11-28-83 C. T. Keasey, Construction Engineer		PROJECT NO. BROS-3400(4)
COMPLETION DATE September 24, 1981	ACCEPTANCE DATE BY CONTRACT AGENCY March 22, 1982	TIME ELAPSED 85 %	CONTRACT TIME 179 CD
APPROVED EXTENSIONS	LOCATION Dairy Creek Bridge Section of Susbauer Road approximately 2.5 miles northwest of Hillsboro.		

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.
*A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

1. Description of Improvement as Programed:

The following work was performed:

(1) Construction of roadbed grading, aggregate base and asphalt concrete pavement.

(2) Construction of Bridge No. 13082A over Dairy Creek. Length 117 feet. Roadway width: 31.2 feet.

(3) Additional and incidental work as is called for by the specifications and plans.

2. Contractor's Name: Slayden & Holm, Inc.

3. Contract Amount: $172,455.50

4. CERTIFICATION: I certify that the above listed project was completed as programed and in accordance with the procedures and standards contained in the State's approved Certification Acceptance Agreement. Final acceptance by the Federal Highway Administration is requested.

RECEIVED
STATE HWY ENGR
DEC 2[illegible] '83
REFER TO Keasey
FOR
Info

cy 12/27

NOTED
W. L. [illegible]

Signature (SHD Official) Keasey
Title Constr. Engr.

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE		SIGNATURE Original Signed By G. K. Hossner Field Operations Engineer Glenn K. Hossner	
TITLE Area Engr.	DATE 12/19/83	TITLE Field Operations Engineer	DATE 12/20/83

FORM FHWA-1446 B (12-73) FORMERLY PR-33E

Previous Editions of PR-33E Will Not Be Used.

9267

File

REPORT OF ACTION UNDER DELEGATED AUTHORITY BY

CONSTRUCTION ENGINEER

4-1-82

On behalf of the Commission and under authority delegated to me to accept contracts completed according to specifications, I accepted the following:

Contractor and Contract No.	Section & County	Acceptance Date
R. L. Coats No. 9293	Lake-Harney Co. Line Harney County	March 4, 1982
Eugene Sand & Gravel, Inc. No. 9237	Poodle Creek Road Lane County	March 5, 1982
Horton Bros., Inc. No. 9285	S.Bank Chetco River Rd. U'Xing. Curry County	March 9, 1982
Tice Electric Co. No. 9269	Arterial St. Light Conversion Proj. (Portland) Multnomah County	March 16, 1982
Mid-Columbia Paving Co. No. 9316	Sherman Ave.-Eugene St. (Hood River) Hood River County	March 18, 1982
Hertz Electric,Inc. No. 9244	Central Ore. Hwy. & Arnold Mkt. Rd. Deschutes County	March 18, 1982
Baker Redi-Mix, Inc. No. 9323	Auburn Ave.-Broadway St. & Dewey Ave.-Broadway St. Baker County	March 18, 1982
L.W. Hembree Co. No. 9195	Tualatin Valley Hwy. @ SW 247th Ave. (Hillsboro) Washington County	March 19, 1982
R. L. Coats No. 9333	U.S. Hwy. 97 - U.S. Hwy. 26 Jefferson County	March 19, 1982
Slayden & Holm, Inc. No. 9267	Dairy Creek (Susbauer Rd.) Bridge Washington County	March 22, 1982
Babler Bros., Inc. No. 9224	Polallie Cr.-M.P. 84.94 Hood River County	March 30, 1982

Contractor and Contract No.	Section & County	Acceptance Date
Hamilton Electric, Inc. No. 9270	Mt. Hood Hwy. @ Welches Rd. Clackamas County	March 31, 1982
L. W. Hembree Co. No. 9194	Mt. Hood Hwy. @ SE Hogan Rd. & Burnside Rd. (Gresham) Multnomah County	March 31, 1982
Mill Plain Electric No. 9330	Sunnyside Rd. @ SE 97th Ave. & Kaiser Hosp. Access Clackamas County	April 1, 1982
Jim Hall Contracting No. 9313	362nd Dr. @ Skogan Road Clackamas County	April 1, 1982
Coral Construction Co. No. 9334	Lane Co. Pavement Marking Project No. 4 Lane County	April 1, 1982
Columbia Pacific Construction Co. No. 9364	Blind Slough (Barendse Rd.) Bridge Clatsop County	April 6, 1982
C.W. McCallen Const. Co. No. 9085	SW Hall Blvd.-SW Oak St. Washington County	April 7, 1982

April 8, 1982

Keasey

C. T. Keasey, P.E., P.L.S.
Construction Engineer

9267

L.

March 25, 1982

United States Fidelity & Guaranty Co.
P. O. Box 3459
Portland, OR 97208

CON 5
#9267

Gentlemen or Ladies:

Contract No. 9267 awarded to Slayden & Holm, Inc. for work on the Dairy Creek (Susbauer Road) Bridge in Washington County was completed on January 4, 1982 and accepted by the State Highway Division on March 22, 1982.

Final payment in the amount of $1,000 will be released to the contractor after March 30, 1982. The total contract amount is $173,413.16. No work was performed under force account.

No claims for labor or material have been filed with us against the performance bond on this contract.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

js
cc: Slayden & Holm, Inc.
P. O. Box 218
Stayton, OR 97383

bc: C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
E. L. Hardt

9267 L.

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Dairy Creek (Susbauer Road) Bridge		WEEK ENDING: March 13, 1982
		SECTION PREFIX: 234-1052
HIGHWAY: Susbauer Road		COUNTY: Washington
NAME OF JOB: Dairy Creek (Susbauer Road) Bridge	KIND OF WORK: Grading, Paving, & Structure	
CONTRACTOR: Slayden & Holm, Inc.	CONTRACT NUMBER: 9267	FEDERAL AID PROJECT NUMBER: BROS-3400(4)
DATE OF CONTRACT: March 18, 1981	DATE WORK STARTED: May 26, 1981	ESTIMATED COMPLETION DATE: n/a
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0	SPECIFIED WORK DAYS: n/a	WORK DAYS USED: n/a
	SPECIFIED CALENDAR DAYS: 210	CALENDAR DAYS USED: 179
PROJECT AUTHORIZATION: $197,666.50	SPECIFIED COMPLETION DATE: n/a	PERCENT OF TIME ELAPSED: 85%
EXCLUSIVE OF ENGINEERING: $181,992.50	ENGINEERING AUTHORIZATION: $15,674.00	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100%
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $174,017.55	ENGINEERING COST TO DATE: $29,628.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 103%
ESTIMATED PERCENT: UNDERRUN 4 %	PERCENT OF AUTHORIZATION: 189 %	DATE PROJECT WAS COMPLETED: September 24, 1981

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
100%	100%	100%	100%	100%			

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)	550 CY	1,375 Tons			325 Tons
TOTAL QUANTITIES CORRECTED TO DATE	483 CY	1,281 Tons			369 Tons
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	483 CY	1,281 Tons			369 Tons
AVERAGE DAILY QUANTITIES	54 CY	427 Tons			369 Tons
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME	-	-			-
NUMBER OF SHIFTS PER DAY	-	-			-
HOURS PER SHIFT	-	-			-

EQUIPMENT USED DURING THE WEEK:

None used.

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	13082-A							
PERCENT	100%							

	WEATHER	CALENDAR DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	No personnel are going to jobsite,	0		Project completed September 24, 1981
MONDAY	no weather being kept.	0		
TUESDAY		0		
WEDNESDAY		0		
THURSDAY		0		
FRIDAY		0		
SATURDAY		0		

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MAR 16 1982
CONSTRUCTION BRANCH

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GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

3-7-82 SUNDAY	Slayden & Holm, Inc. has completed all work required on this job. No work this week.
8 MONDAY	No work.
9 TUESDAY	No work.
10 WEDNESDAY	No work.
11 THURSDAY	No work.
12 FRIDAY	No work.
3-13-82 SATURDAY	No work.

REMARKS

STATUS: Slayden & Holm, Inc. has completed all contract work on this job. No work this week.

Semi-Final Estimate data has been submitted and checked.

ANTICIPATED: Unless otherwise directed, this will be the last Field Engineer's Weekly Report submitted for this project.

SIGNED Erle L Calhoun LOCATION 9250 N. E. Skidmore, Portland, Oregon

for: Arvey D. Nelson, project manager

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

9267

STATE COPY

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NUMBER 6-23	S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	ate OREGON
PROJECT REPORT NUMBER	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT** 5-28-81	County WASHINGTON
MODIFICATION NUMBER 1		Project Number BROS-3400(4)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on February 26, 19 80, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 29,400.00	$ 227,066.00
Federal funds	$ 23,520.00	$ 181,652.00
Other revisions		

This modification is made for the following reasons: Adding construction phase.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 28th day of May, 19 81.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Asst. State Highway Engineer
(Title)

For: H.S. Coulter

~~By~~

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

file

Oregon State Highway Division
Salem, Oregon, April 29, 1981

Federal Aid Project
No. BROS-3400(4)

Dairy Creek (Susbauer Rd.) Bridge
Susbauer County Road
Washington County

Revised Project Agreement Estimate.

Type Code P.E.

Preliminary Engineering	All Required		$ 29,400.00

Type Code X080
Structure, Bridge #13082A (Sta. 75+52 to Sta. 76+69)

Mobilization	All Required		$ 15,000.00
Temporary Protection and Direction of Traffic	All Required		500.00
Temporary Signs	110 Sq.Ft.	8.00	880.00
Temporary Continuous Rail Traffic Barriers, Reflectorized	50 Lin.Ft.	5.50	275.00
Clearing and Grubbing	All Required		2,000.00
Removal of Structures and Obstructions	All Required		200.00
Embankment in Place	500 Cu.Yd.	8.75	4,375.00
Finishing Roadbed and Slopes	All Required		1,500.00
Coarse Aggregate Base	1,250 Ton	8.25	10,312.00
3/4"-0 Aggregate Base	125 Ton	10.00	1,250.00
Class "B" Asphalt Concrete	325 Ton	39.00	12,675.00
Guard Rail, Type 2A	100 Lin.Ft.	15.00	1,500.00
Guard Rail, Type 3	100 Lin.Ft.	30.00	3,000.00
Guard Rail Anchors, Type 1	4 Each	300.00	1,200.00
Rail End Pieces, Type C	4 Each	85.00	340.00
Extra for Asphalt Approaches	1 Each	200.00	200.00
Loose Riprap, Class 50	50 Cu.Yd.	20.00	1,000.00
Delineators	8 Each	15.00	120.00
Structure Excavation	30 Cu.Yd.	10.00	300.00
Furnish Pile Driving Equipment	All Required		8,500.00
Furnish 16-inch Prestressed Concrete Piling	756 Lin.Ft.	15.50	11,718.00
Drive 16-inch Prestressed Concrete Piles	480 Lin.Ft.	1.00	480.00
Furnish 12 or 14-inch Prestressed Concrete Piling (Alt. "A")	610 Lin.Ft.	12.00	7,320.00
Drive 12 or 14-inch Prestressed Cocnrete Piles (Alt. "A")	610 Lin.Ft.	1.00	610.00

Oregon State Highway Division
Salem, Oregon, April 29, 1981

Federal Aid Project
No. BROS-3400(4)

Structural Concrete, Class 3300 (50 C.Y.)	All Required		$ 10,750.00
4'x35'/40' Prestressed Slabs (6,500 lbs)	24 Each	2,350.00	56,400.00
Reinforcement	All Required		3,120.00
Reinforced Concrete Bridge End Panels	160 Sq.Yd.	58.00	9,280.00
Two Tube Steel Railing	225 Lin.Ft.	34.00	7,650.00
			$172,455.50

Anticipated Items		
Permanent Signing	All Required	$ 300.00
Permanent Pavement Striping	All Required	600.00
Roadside Seeding and Mulching	All Required	800.00
		$ 1,700.00

Subtotal	$174,155.50
Engineering	23,510.50
Total	$197,666.00

Length of Struture .... 0.022 mi.

SUMMARY OF FUNDS (80%)

Description	Total Cost	Federal Funds	State Funds	County Funds
Preliminary Engineering	$ 29,400	$ 23,520	$ 530	$ 5,350
Structure	197,666	158,132	—	39,534
TOTAL	$227,066	$181,652	$ 530	$44,884

Group 1 100%
Contract No. 9267
Prefix: 234-1903
Prefix: 234-1052

STATE COPY

2

OMB No. 04-R2089

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO. 3-13	.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION **FEDERAL-AID PROJECT AGREEMENT** 2-26-80	te Oregon County Washington Project No. BROS-3400(4)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Co. Rd., Approx. 2 mi. N.W. of Hillsboro

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING	1-18-80	0.02
RIGHTS-OF-WAY		
CONSTRUCTION		
OTHER *(Specify)*		

FUNDS PRO RATA 80.0%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 29,400.00	$ 23,520.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Asst. State Highway Engineer
(Title)

XX For: H. S. Coulter

State Highway Engineer
(Title)

By

(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: G. L. Green

Date executed by Division Administrator FEB 26 19

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Gen. File

Oregon State Highway Division
Salem, Oregon February 19, 1980

Federal Aid Project
No. BROS-3400(4)

Dairy Creek (Susbauer Rd.) Bridge Section
County Road in Washington County

PROJECT AGREEMENT ESTIMATE

Type Code PE

Preliminary Engineering	All Required	$ 29,400.00
	TOTAL	$ 29,400.00

Length of Project - - - - - - - - - - - - - -0.02 mi.

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds	County Funds
Preliminary Engineering	$ 29,400.00	$ 23,520.00	$ 1,400.00	$ 4,480.00
Retain in Program				
PS&E Status	196,000.00	156,800.00	--------	$ 39,200.00
TOTAL	$225,400.00	$180,320.00	$ 1,400.00	$ 43,680.00

Group 1-100%
Prefix 234-1903
Pro-rata 80.0%

9267

2.

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
Region I
9002 SE. McLOUGHLIN, MILWAUKIE, OREGON 97222 PHONE 653-3090

March 18, 1981

In Reply Refer To
File No.

Slayden & Holm, Inc.
P. O. Box 218
Stayton, OR 97383

Re: Dairy Creek (Susbauer Rd.)Bridge
Washington County
Contract No. 9267

Gentlemen:

The Resident Engineer for this project will not be Enrique Rodriguez, as shown in the special provisions, but will be Arvey Nelson. Arvey's address is 9250 NE Skidmore, Portland, OR 97220, and his phone number is 257-4344.

This change was brought about mainly because you are the low bidder on the Gales Creek(Parson Rd.)Bridge and now this Dairy Creek(Susbauer Rd.) Bridge, both in the same general geographical vicinity. It will be more efficient for us to have the same Resident Engineer on these two bridges and I'm sure it will be less confusing and more productive and efficient for your crews.

Sincerely,

M. C.

Marion Craft
Region Construction Engineer

MC/cp
bc Hank Rodriguez - Please see that Arvey gets all the info you have on this project.
Arvey Nelson
C. T. Keasey
Walt Hart
Robert Gormson
Vern Skoog

RECEIVED
MAR 19 19
COMM ICES
DEPARTMENT OF TRANSPORTATION

734-1850

9267

February 27, 1981

ACC

Washington County Board
of Commissioners
Courthouse
Hillsboro, Oregon 97123

Attn: Mike Borresen
Project Development Engineer

Gentlemen:

On February 26, 1981 the Highway Division received a satisfactory bid from Slayden & Holm, Inc., P.O. Box 45, Mill City, Oregon 97360 for Dairy Creek (Susbauer Road) Bridge Section. We anticipate the construction cost to be:

Contractor's Bid (Alternate "A")		$172,455.50
Anticipated Additional Items:		
Permanent Signing	$300.00	
Permanent Pavement Striping	600.00	
Roadside Seeding & Mulching	800.00	1,700.00
		$174,155.50
4 1/2% Contingencies		7,837.00
9% Engineering		15,674.00
ESTIMATED TOTAL COST		$197,666.50
Less Federal Fund (80%)		158,133.20
COUNTY SHARE		$ 39,533.30

We will award the contract when we receive your advance deposit, in the amount of $39,500.00, which should be in this office no later than March 20, 1981.

The attached sheet describes the three options for making your advance deposit. Please select the option you desire and submit your advance deposit according to the instructions.

Very truly yours,

D. E. Swan
Operation Programming Engineer

Rec'd 3-18-81
per Jan Peterson

[redacted]:pf
Attachment
bcc w/AD # 870: Jon Rose, Region M Federal Aid Engineer
Vern Skoog - Please return completed AD # 870 when advance deposit is received.

9267

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

2-4-81.

FEDERAL AID PROJECT NO. BROS-3400(4)

STATE PROJECT NO. See below

FROM:
E.J. Valach, Acting Division Admin
FHWA - Oregon Division

PROGRAM NO.

ITEM NO. 00023

COUNTY NAME Washington

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
FEB 13 '81
REFER TO Moehring
FOR
Info Inves R/D D/R Sign [✓ Act] File

orig to: 2-13-81

DATE PS&E APPROVED 1/18/80

DATE AUTHORIZATION EFFECTIVE 2/4/81

FEDERAL ROUTE NUMBER Non Federal aid

STATE ROUTE NUMBER County Road

GENERAL LOCATION:

Dairy Creek (Susbauer Road) Bridge Section

GENERAL DESCRIPTION OF WORK:

Advertise for bids

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION

☐ OTHER *(Specify)*

☐ ACQUISITION OF RIGHT-OF-WAY

☒ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

I accept the certification of Mr. Rod Henry dated 1/27/81 that provisions of FHPM 7-5-1 have been complied with and you are now authorized to advertise for bids.

DATE 2/4/81

SIGNATURE OF APPROVING OFFICIAL G K Hessner

TITLE for Acting Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U. S. GOVERNMENT PRINTING OFFICE: 1975-631-866

9267

Wash

WASHINGTON COUNTY
ADMINISTRATION BUILDING — 150 N. FIRST AVENUE
HILLSBORO, OREGON 97123

DEPT. OF PUBLIC WORKS
LARRY RICE, Director
ROOM 201
(503) 648-8886

January 7, 1981

Lyle Watson
200 Transportation Building
Salem, OR 97310

RE: Susbauer Road Bridge Project

Dear Mr. Watson:

Pursuant to my conversation with Earl Purdy with the State Highway Department, you will find enclosed a copy of the four dedication deeds where we acquired additional right-of-way along County Road No. 196 (Susbauer Road) for the Susbauer Road Bridge Project.

The Exhibit "A" of each document is a drawing which indicates the right-of-way from each parcel as was dedicated. This was for the property owner to get a better idea as to what he was dedicating.

Your consideration and assistance is greatly appreciated by the County in the final steps in putting this project together. If you have any further questions concerning this project please call Mr. Tom Spear at 648-8896.

Very truly yours,

Daisy Moor

Daisy Moor
Engineering Technician

DM:ss
Enclosure
CC: Earl Purdy
6415 S.W. Canyon Court
Suite 210
Portland, OR 97211

____ Versteeg ____
____ Anderson ____
1 Christensen ____
____ Olson ____
✓Tom ob 2 Sullivan ____
____ Terpin ____
____ Trout ____
____ Wakerlig ____

RECEIVED
JAN 08 1981
ROAD DESIGN SECTION

Do Not File ☐
Return To ____
Bring ____/____
Action ____

1/8/81 Copy of this letter & attachments sent to Rod Henry 1/8/81 DOC

9267

OREGON STATE HIGHWAY DIVISION
117 DOT Building
Salem, Oregon 97310

Highway# 2034

Prefix 234-1903

1-6-81

Attention: Right-of-Way Section

⑦ Subject: Federal Aid Project No. BROS-3400(4.)
Project Name Dairy Creek Bridge
Susbauer County Road

Regarding the above referred to federal aid project, we hereby certify that to the best of our knowledge and belief:

A. Existing Right-of-Way

☐ 1. All construction can be accomplished completely within the existing right-of-way. This existing right-of-way was acquired prior to January 2, 1971.

B. New Right-of-Way

☒ 1. This project required additional right-of-way purchased after January 2, 1971. Right-of-way, easements, or rights-of-entry required for this project have been secured in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, and all incidental charges related to the transfer of property will be paid by the county in accordance with said Act.

☒ a. There has been no displacement of persons from residences, farms or businesses.

OR

☐ b. There has been displacement of persons from either residences, farms or businesses and in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, displaced persons, businesses, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals or families have been relocated to decent, safe and sanitary housing or have been offered decent, safe, sanitary and fair housing immediately available on the open market.

C. Utilities

☒ 1. The occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to federal aid project have been authorized by permit, franchise, or other approved procedure.

Signed at Hillsboro, Oregon, this 6th day of January, 1981

County of WASHINGTON

Virginia Dagg
County Judge/Chairman

Commissioner

Commissioner

Certified By:

Kenneth Rolfe
Regional Right-of-Way Supervisor
Date 1-26-81

APPROVED WASHINGTON COUNTY
BOARD OF COMMISSIONERS
MINUTE ORDER # 81-10
DATE 1-6-81

Instructions: Complete A or B and C.
R/W File No. ______

9267

Wash

ENVIRONMENTAL REVIEW CHECKLIST

ALL CLEAR 12/30/80
Donald L [illegible]

Tom

January 29, 1981 Bid Letting __________ All Clear Deadline

SECTION Dairy Cr. (Susbauer) Bridge
Highway
County Washington Region I
Type of Work GP-Str. Funds HBR(OS)
State____ Consultant ____ Plans Avail.___Yes ___No

Flood Plain Alteration - Wash Co File
~~DSL~~
~~Statewide Noise~~

	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR
DOCUMENTS:					
EIS	☒	☐	☐	☐	☐
Negative Declaration	☒	☐	☐	☐	☐
Project Assessment	☐	☒	☐	☐	☒
Write-off Letter	☒	☐	☐	☐	☐
PERMITS:					
Division of State Lands	☐	☒	☐	☐	☒
D.O.G.M.I.	☒	☐	☐	☐	☐
Corps of Engineers	☐	☒	☐	☐	☒
Coast Guard	☒	☐	☐	☐	☐
Co. Conditional Use	☒	☐	☐	☐	☐
NPS Air Pollution	☒	☐	☐	☐	☐
NPS Water Pollution	☒	☐	☐	☐	☐
CULTURAL:					
Cultural Survey	☐	☒	☐	☐	☒
Cultural Salvage	☒	☐	☐	☐	☐
NOISE:					
Noise Study	☐	☒	☐	☐	☒

9267

Section Dairy Creek (Susbauer Rd.) Bridge Programming Estimate $ 231,000
Highway Susbauer Road Project Length 0-11 mi.
County Washington 12-30-80 Completion Time 210 CD
Kind of Work Grading, Paving & Structure Est. Comp. Date Sept. 27, '81
Prefix 234 - 1903 Letting Date Jan. 29, 81 Project No. BROS-3400(4)

ESTIMATED CONSTRUCTION AUTHORIZATION $ 201,845^{50} Alt. "A"

Estimated Contract Amount . . . . $ 199,340^{50} Alt. "B"

Anticipated Additional Items:
Royalty Payment. . . . . ______
Permit Fees . . . . ______
Slide Correction . . . . ______
Railroad Protective Costs . . . . ______
Other Railroad Costs . . . . ______
Permanent Signing 300
Permanent Pavement Striping 600
Temporary Pavement Striping. . . . . ______
Remove Pavement Striping (Exist. & Temp.) . . . ______
Temporary Erosion Control . . . . ______
State Furnished ______ . . . . . . ______
Roadside Seeding & Mulching 800
Asphalt Cement Adjustment . . . . ______
On the Job Trainees . . . . ______
State Responsibility for Damages . . . . . . ______
Signal Controller Testing (Engineering) . . . . ______
Bikeway Signs . . . . ______
Furnish Mailbox Posts . . . . ______
Adjust Utilities:

$ 1,700^{00}

Subtotal $ 203,545^{50} Alt. "A"
$ 201,040^{50} Alt. "B"

Contingencies (4-1/2%) . . . . 9,159^{55} Alt. "A"
9,046^{82} Alt. "B"

Engineering (~~8~~, [✓ 9], 10%) . . . . 18,319^{10} Alt. "A"
18,093^{65} Alt. "B"

~~Subtotal~~ $

Credit for ______ . . . . ______

Estimated Net Authorization, Construction . . . . $ 230,844^{15} Alt. "A"
228,180^{97} Alt. "B"

APPROVED

	Alt. "A"	Alt. "B"	
Constr. Est.	230,844.15	228,180.97	
Less Fed. 80% share	184,675.32	182,544.78	
County share	$46,168.83	$45,636.19	county share

To Jon Rose to get county approval on 12-29-80
county OK. per Jon Rose 12-30-80

OREGON STATE HIGHWAY DIVISION

~~SUM RY~~ ~~BID SCHEDULE~~ -COST ESTIMATE

Sheet 1 of 2

Date Dec. 11, '80

Section Dairy Creek (Susbauer Rd.) Bridge

County Washington

Kind Of Work Grading, Paving & Structure

Length 0.11 mi

Name Bricher

No	Item	Code	Unit	Quant.	Unit Cost	Total
1	Mobilization		All	All	(10%)	18,000-
2	Temporary Protection and Direction of Traffic		All	All	-	1,400-
3	Temporary Signs		Sq. Ft	110	6-	660-
4	Temporary Continuous Rail Traffic Barriers, Reflectorized		Lin. Ft.	50	8-	400-
	ROADWORK					
5	Clearing and Grubbing		All	All	-	2,000-
6	Removal of Structures and Obstructions		All	All	-	1,000-
7	Embankment in Place		Cu. Yd.	500	7-	3,500-
8	Finishing Roadbed and Slopes		All	All	-	1,000-
9	Coarse Aggregate Base		Ton	1,250	8^{50}	10,625-
10	3/4"-0 Aggregate Base		Ton	125	9-	1,125-
11	Class "B" Asphalt Concrete		Ton	325	33^{50}	10,887^{50}
12	Guard Rail, Type 2A		Lin. Ft.	100	15-	1,500-
13	Guard Rail, Type 3		Lin. Ft.	100	30-	3,000-
14	Guard Rail Anchors, Type 1		Each	4	350-	1,400-
15	Rail End Pieces, Type C		Each	4	100-	400-
16	Extra for Asphalt Approaches		Each	1	250-	250-
17	Loose Riprap, Class 50		Cu. Yd.	50	20-	1,000-
18	Delineators		Each	8	25-	200-

OREGON STATE HIGHWAY DIVISION

~~SUM RY—BID SCHEDULE~~—COST ESTIMATE

Sheet 2 of 2

Date Dec. 26 '80

Section Dairy Creek (Susbauer Rd.) Bridge

County Washington

Kind Of Work Grading, Paving & Structure

Length 0.11 mi.

Name Bricher

No	Item	Code	Unit	Quant.	Unit Cost	Total
	STRUCTURE					
19	Structure Excavation		Cu. Yd.	30	15-	450-
20	Furnish Pile Driving Equipment		All	All	-	12,000-
21	Furnish 16-inch Prestressed Concrete Piling		Lin. Ft.	756	18-	13,608-
22	Drive 16-inch Prestressed Concrete Piles		Lin. Ft.	480	2-	960-
23	Furnish 12 or 14-inch Prestressed Concrete Piling (Alt. "A")		Lin. Ft.	610	16-	9,760-
4	Drive 12 or 14-inch Prestressed Concrete Piles (Alt. "A")		Lin. Ft.	610	2-	1,220-
5	Furnish Cast-in-Place Piling (Alt. "B")		Lin. Ft.	565	13-	7,345-
6	Drive Steel Pile Shells (Alt. "B")		Lin. Ft.	565	2-	1,130-
7	Structural Concrete, Class 3300 (50 C.Y. @ $300)		All	All	-	15,000-
8	4'×35'/40' Prestressed Slabs		Each	24	2,800-	67,200-
9	Reinforcement (6,500 lbs. @ 0^{50})		All	All	-	3,250-
1	Reinforced Concrete Bridge End Panels		Sq. Yd.	160	55-	8,800-
1	Two Tube Steel Railing		Lin. Ft.	225	50-	11,250-

9267

WASHINGTON COUNTY

ADMINISTRATION BUILDING – 150 N. FIRST AVENUE
HILLSBORO, OREGON 97123

BOARD OF COMMISSIONERS
MILLER M. DURIS, Chairman
JIM FISHER, Vice Chairman
VIRGINIA DAGG

DEPT. OF PUBLIC WORKS
LARRY RICE, Director
ROOM 201
(503) 648-8886

December ~~8~~ 9, 1980

[illegible] PDE FM SPC
ODOT-METRO

DEC 9 1980

DM PAR PPC FILE T/A

Jon Rose
Federal Aid Specialist
Oregon Department of Transportation
5821 N.E. Glisan
Portland, Oregon 97213

Dear Jon:

Enclosed is a signed copy of the plans for the Dairy Creek (Susbauer Road) Bridge project. The cover letter stated a bid letting date of March 26, 1981. I am again requesting this date be moved up to January, 1981 with our other two bridges.

Sincerely yours,

Michael A. Borresen
ja

Michael A. Borresen
Operations Manager

MAB:ja
Enclosure

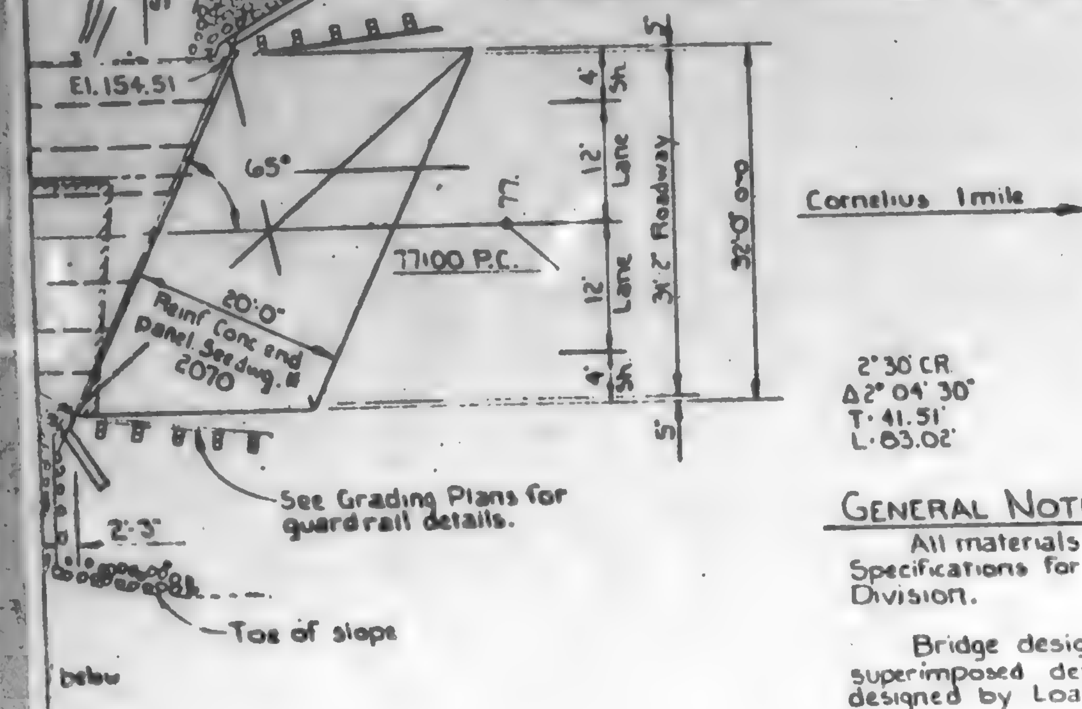
TO BRIDGE
12-11-80

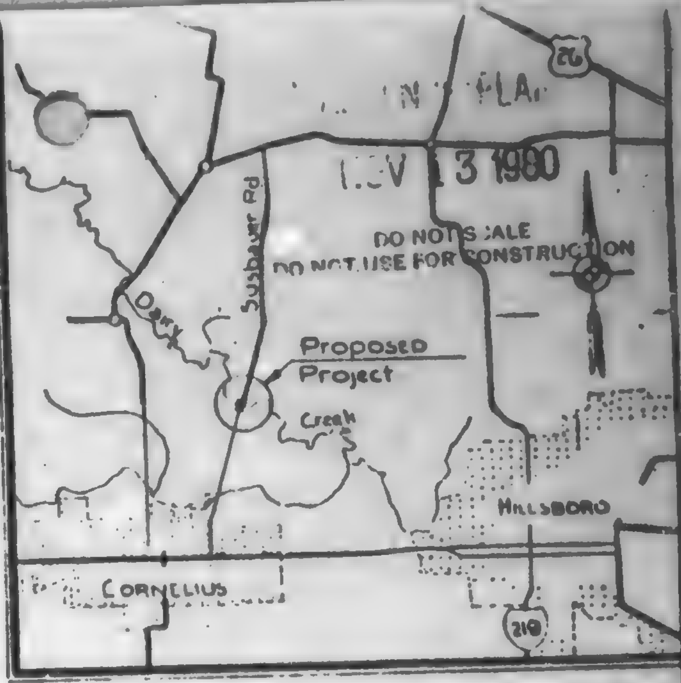
PROJECT MANAGEMENT BRANCH
ASHE ☐ STE ☐
PLE ☐ RE ☐ [✓ PRE ☐]
[illegible]
REFERRED TO
FAR
FILE: PM FA LG.

From Metro JON ROSE
Date 12/9/80
To BUZ SWAN
[✓ Program Mgmt.] Traffic Region 1
Comments: Please note and relay County's comments as appropriate.
Jon Rose

HYDRAULIC DATA

	DESIGN FLOOD	INTERMEDIATE REGIONAL FLOOD	MAX FLOOD YEAR (1964)
DISCHARGE - cfs.	15050		15050
FREQUENCY - yrs.	100	100	100
H.W. ELEVATION NATURAL CHANNEL	149.3		149.3


Bent 4
Sta 76+69
El. 154.51
65°
20'-0"
Reinf. Conc end panel. See dwg. # 2070
77+00 P.C.
Sh.
Lane
12'
34'-2" Roadway
32'-0" o/o
5'
4'
Cornelius 1mile
2°30' CR.
Δ2° 04' 30"
T. 41.51'
L. 83.02'
See Grading Plans for guardrail details.
2'-3"
Toe of slope


26
Susbauer Rd
Dairy
Proposed Project
Creek
HILLSBORO
CORNELIUS
219

NOV 13 1980

DO NOT SCALE
DO NOT USE FOR CONSTRUCTION

VICINITY MAP

GENERAL NOTES

All materials and workmanship shall conform to the Standard Specifications for Highway Construction of the Oregon State Highway Division.

Bridge designed for HS20-44 loading with allowance for 100 psf superimposed dead load. Concrete members, except prestressed members designed by Load Factor Design Method.

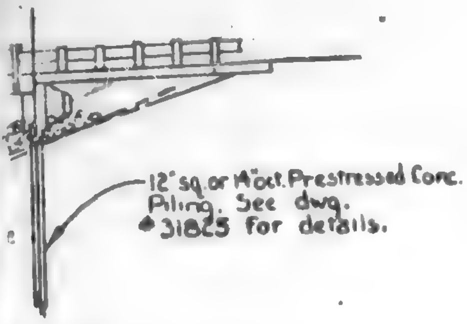
Prestressing steel in precast-prestressed units shall be in accordance with the "General Notes" on dwg's # 31825, & 35292.

All other reinforcing steel shall conform to ASTM Specification A615 Grade 60 (fs = 24,000 psi.) All bars shall be placed 2" clear of nearest face of concrete unless shown otherwise. Reinforcing steel for end bent walls shall not be fabricated until final bottom elevations have been determined in the field. The following splice lengths shall be used unless shown otherwise:

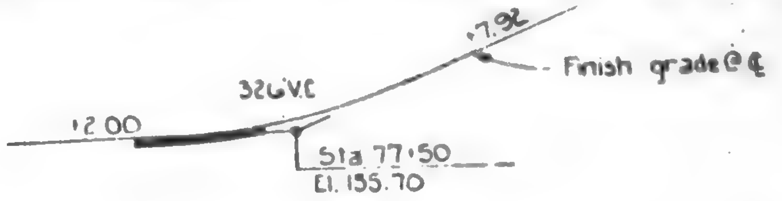
Bar Size	3	4	5	6	7	8	9	10	11	14 & 18
Splice Length	1'-0"	1'-4"	1'-8"	2'-0"	2'-9"	3'-7"	4'-7"	5'-9"	7'-11"	not permitted

Concrete in precast-prestressed units shall be Class 5000-1" or 6000-1" All other concrete shall be Class 3,300-1½" (fc = 1320 psi)

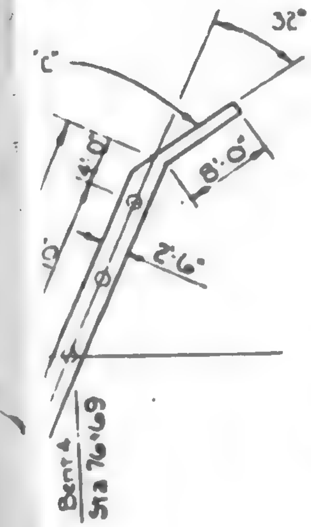
Piling in end bents may be 12" sq. or 14" oct. Piling in interior bents shall be 16" oct. precast-prestressed concrete piles driven to a minimum bearing of 50 tons per pile. See Special Provisions for alternate pile types.


12" sq. or 14" oct. Prestressed Conc. Piling. See dwg. # 31825 for details.

BENT 4


+7.92
Finish grade @ ℄
326' V.C.
+2.00
Sta 77+50
El. 155.70

GRADELINE DIAGRAM


32°-30'
8'-0"
2'-6"
Bent 4
Sta 76+69

APPROVED
WASHINGTON COUNTY
Dept. of Public Works
By [illegible] Date 12/8/80

APPROVED: P.E. STRUCTURAL DESIGN ENGINEER P.E. TECHNICAL SERVICES ENGINEER	OREGON DEPARTMENT OF TRANSPORTATION STRUCTURAL DESIGN SECTION
DESIGNED J Bellin DRAWN J Silbernagel CHECKED PARENT REVIEWED REVIEWED CALC BOOK 1705	DAIRY CREEK (SUSBAUER RD) BRIDGE DAIRY CREEK BRIDGE SECTION SUSBAUER ROAD WASHINGTON COUNTY
DATE / REVISION	PLAN & ELEVATION
	ACCOMPANIED BY DWGS 35621, 35622, 2070, 31825, 35268, 35292 & 35656.
	DATE September 1980 / BRIDGE NO. 13082A / SHEET 1 OF 8 / DRAWING NO. 35620

9267

STATE OF OREGON **INTEROFFICE MEMO**

TO: Mr. E. L. Hardt
Region 1 Engineer

DATE: November 13, 1980

DES 23
Br 13082A

FROM: John M. Tindall
Supervising Structural
Design Engineer

SUBJECT:
Dairy Creek (Susbauer Road) Bridge
Dairy Cr. (Susbauer Rd.) Br. Sec.
Susbauer Road
Washington County
Bridge 13082A

Enclosed are two reduced prints of drawings 35620, 35656, 35621, and 35622 which are the advance detail drawings for the subject structure.

Our present estimate of costs for the proposed contract is as follows:

Grading and Paving	$ 55,000
Structure	155,000
Engineering and Contingencies	40,000
TOTAL	$250,000

We plan to call for bids on this section on March 26, 1981, but this date may be moved up.

Please make a field review and return one set by December 12, 1980 with your comments and/or corrections noted thereon.

JMT:dh
Enclosures

cc Larry Rice (Washington Co. Engr.) /w/ 2 sets encls.
H. A. Schell /w/ 2 sets encls.
Specs Unit /w/ 1 set encls. plus unchecked estimate sheet and designer's notes.
Construction /w/ 1 set encl.
Utility Unit /w/ 1 set encls.
County-City Unit
Engineering /w/ 1 set encls.
Enrique Rodriguez /w/ 1 set encls.
R. N. Bothman /w/ 2 sets encls.

PROJECT MANAGEMENT BRANCH
STE
PLL
PRE
HAL
FILE: PM FA LG.

RECEIVED
NOV 14 1980
ROAD DESIGN SECTION
Versteeg
Anderson
Christensen
Olson
Sullivan
Terpin
Trout
Wakerlig
Do not File ☐
Return To
Bring
Action

9267 . . 10-6-80

INDEX OF SHEETS	
SHEET NO.	DESCRIPTION
1	Title Sheet
2	Typcial Sections, Details & Summary
3	Plan & Profile

Temp. Protection & Direction of Traffic
Not Required (Road to be closed)

STATE OF O

DEPARTMENT OF T

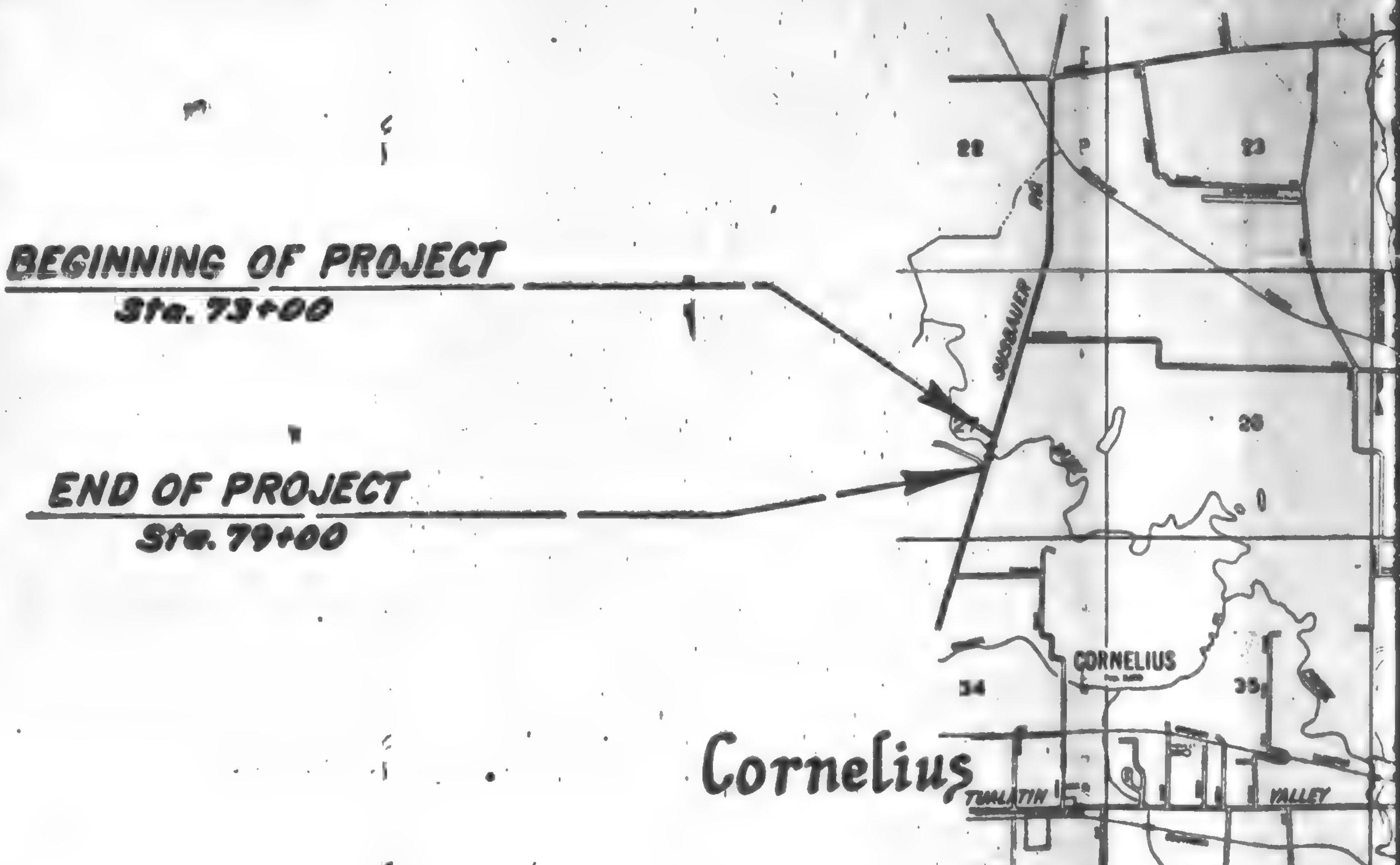
STATE HIGHWA

PLANS FOR PROPOS

DAIRY CREEK (SUSBAUE

SUSBAUER

WASHINGTON


BEGINNING OF PROJECT
Sta. 73+00
END OF PROJECT
Sta. 79+00
22
23
26
34
35
SUSBAUER RD.
CORNELIUS
Cornelius
TUALATIN
VALLEY
Sketch M
Scale 0 2000

ATE OF OREGON

NT OF TRANSPORTATION

HIGHWAY DIVISION

ANS FOR PROPOSED PROJECT

SUSBAUER RD.) BRIDGE SEC.

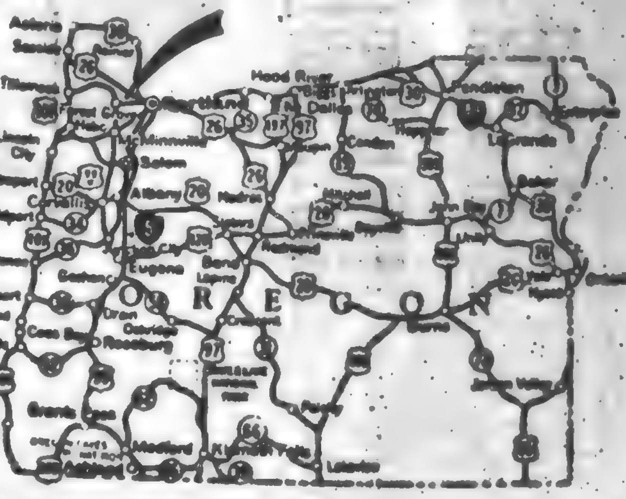
SUSBAUER ROAD

WASHINGTON COUNTY

PRELIMINARY COPY
SEP 18 1980
SUBJECT TO CHANGE
FINAL DESIGN UNIT

DAIRY CREEK (SUSBAUER RD.) BRIDGE SEC. SUSBAUER ROAD WASHINGTON COUNTY					SHEET No. 1
FED ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR		TOTAL SHEETS
10	OREGON				See Index

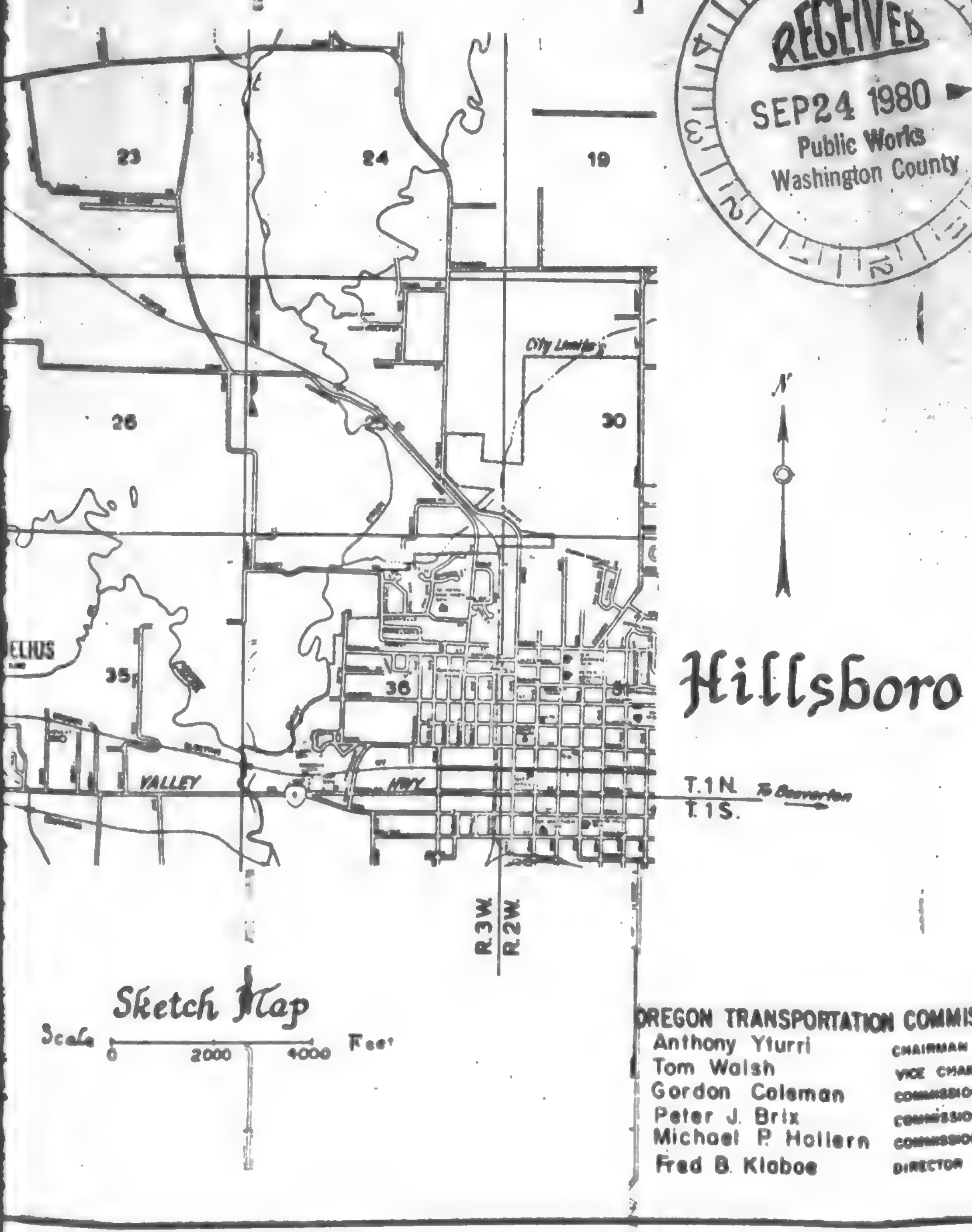
HBR



RECEIVED
SEP24 1980
Public Works
Washington County

APPROVED AS NOTED
Michael A. Bonesen
Washington County Public Works
For Larry Rice, Director
Date 10/6/80

PRELIMINARY COPY
SUBJECT TO CHANGE



Sketch Map

Scale 0 2000 4000 Feet

OREGON TRANSPORTATION COMMISSION
Anthony Yturri CHAIRMAN
Tom Walsh VICE CHAIRMAN
Gordon Coleman COMMISSIONER
Peter J. Brix COMMISSIONER
Michael P. Hollern COMMISSIONER
Fred B. Klaboe DIRECTOR OF TRANSPORTATION

H. S. Coulter STATE HIGHWAY ENGINEER

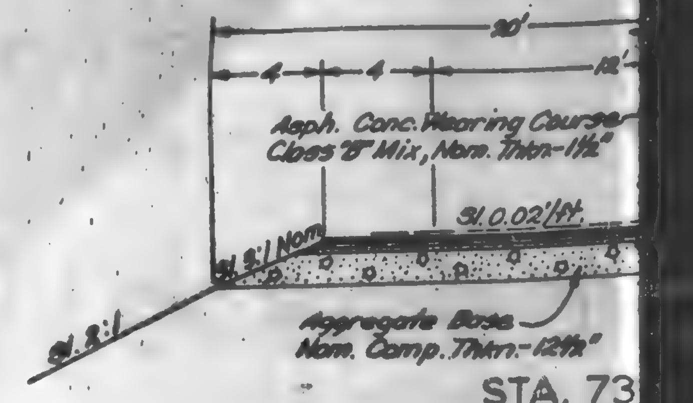
E. S. Hunter ASSISTANT STATE HIGHWAY ENGINEER

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
APPROVED:
FIELD OPERATIONS ENGINEER DATE

SUMMARY TYPICAL

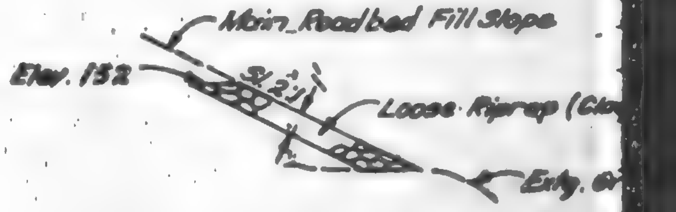
ITEM	UNIT	QUANTITY	SEGREGATION OF QUANTITIES	
Mobilization 10%	All	100%		
Temporary Protection & Direct. of Traffic 1%	All	100%		
Temporary Signs	Sq. Ft.	20		
Temporary Barricades	Each	4		
Clearing & Grubbing acre	All	100%		
Removal of Structures and Obstructions	All	100%		
Embankment in Place	Cu. Yd.	500		
Finishing Roadbed and Slopes	All	100%		
Watering	M-Gal.	26		
Aggregate Base, 1½"-0	Ton	1,339		
Aggregate Levelling Course	Ton	132		
Class B Asphalt Concrete Mixture	Ton	398		
Asphalt Cement In Mixture	Ton	26		
Guard Rail, Type 3	Lin. Ft.	100		
Guard Rail, Type 2A	Lin. Ft.	100		
Guard Rail Anchors, Type 1	Each	4		
Guard Rail End Pieces, Type C	Each	4		
Loose Riprap, Class 50	Cu. Yd.	50		
Delineators	Each	8		
Roadside Seeding & Mulching	Acre	1		
Extra For Asphalt Approach	Ea.	1		

Calc. Chk. Heisel



20'
4
4
12'
Asph. Conc. Wearing Course Class "B" Mix, Nom. Thkn.-1½"
Sl. 0.02'/Ft.
Sl. 3:1 Nom.
Sl. 3:1
Aggregate Base Nom. Comp. Thkn.-12½"

STA. 73
73
75
76
78



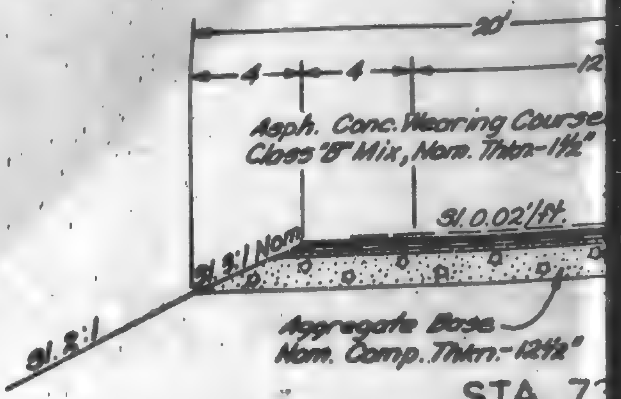
Main Roadbed Fill Slope
Elev. 152
Sl. 2:1
Loose Riprap (Cla
Exty. Gr

LOOSE RIPRAP
(For Location, See Plan)

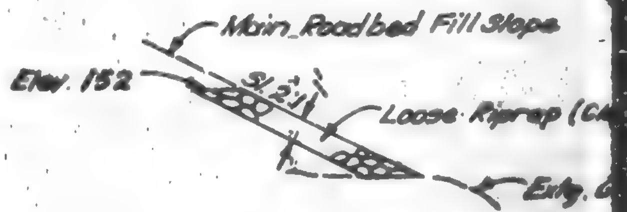
SUMMARY

ITEM	UNIT	QUANTITY	SEGREGATION OF QUANTITIES	
Mobilization	All	100%		
Temporary Protection & Direct. of Traffic	All	100%		
Temporary Signs	Sq.Ft.	20		
Temporary Barricades	Each	4		
Clearing & Grubbing	All	100%		
Removal of Structures and Obstructions	All	100%		
Embankment in Place	Cu.Yd.	500		
Finishing Roadbed and Slopes	All	100%		
Watering	M.Gal.	26		
Aggregate Base [illegible]	Ton	1339		
Aggregate [illegible]	Ton	132		
Class B Asph. Concrete Mixture	Ton	308		
Asphalt Cement in Mixture	Ton	26		
Guard Rail, Type [illegible]	Lin.Ft.	100		
Guard Rail, Type [illegible]	Lin.Ft.	100		
Guard Rail Anchor, Type C	Each	2		
Guard Rail End Piece, Type C	Each	4		
Loose Riprap, Class [illegible]	Cu.Yd.	50		
Delineators	Each	8		
Roadside Seeding & Mulching	Acre	1		
Extra for [illegible]	Ea	1		

TYPICA


20'
4
4
12
Asph. Conc. Wearing Course
Class "B" Mix, Nom. Thkn.-1½"
Sl. 0.02'/Ft.
Sl. 3:1 Nom.
Sl. 2:1
Aggregate Base
Nom. Comp. Thkn.-12½"

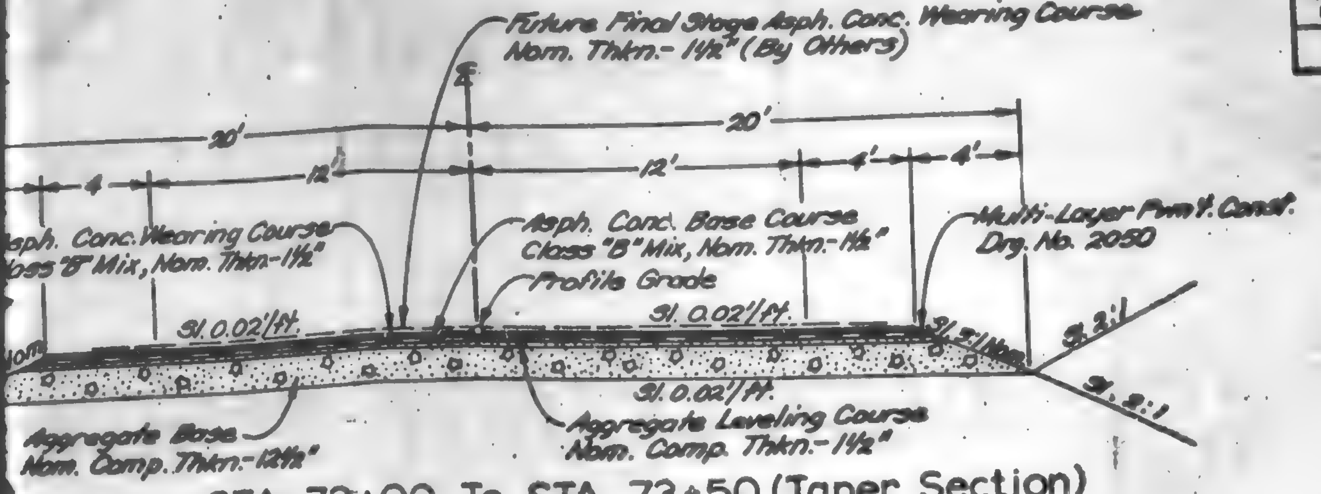
STA. 73
73
75
76
78


Main Roadbed Fill Slope
Elev. 152
Sl. 2:1
Loose Riprap (Cl
Exty. G

LOOSE RIPRAP
(For Location, See Plan)

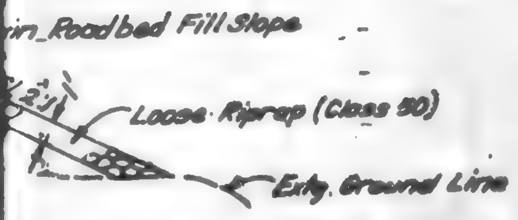
ICAL SECTION

DAIRY CREEK (SUSBAUER RD.) BRIDGE SEC. SUSBAUER ROAD WASHINGTON COUNTY				SHEET No. 2
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
10	OREGON			See Index



Future Final Stage Asph. Conc. Wearing Course
Nom. Thkn.- 1½" (By Others)
20'
20'
4
12'
12'
4'
4'
sph. Conc. Wearing Course
ass "B" Mix, Nom. Thkn.- 1½"
Asph. Conc. Base Course
Class "B" Mix, Nom. Thkn.- 1½"
Profile Grade
Multi-Layer Pvm't. Const.
Drg. No. 2050
Sl. 0.02'/ft.
Sl. 0.02'/ft.
Sl. 0.02'/ft.
Sl. 2:1
Sl. 2:1
Sl. 2:1
Nom.
Aggregate Base
Nom. Comp. Thkn.- 12½"
Aggregate Leveling Course
Nom. Comp. Thkn.- 1½"

STA. 73+00 To STA. 73+50 (Taper Section)
73+50 To 75+52
75+52 To 76+69 (Structure)
76+69 To 78+20
78+20 To 79+00 (Taper Section)



rin Roadbed Fill Slope
2:1
Loose Riprap (Class 50)
Exist. Ground Line

E RIPRAP
(ation, See Plan)

INDEX OF SHEETS	
SHEET NO.	DESCRIPTION
1	Title Sheet
2	Typcial Sections, Details & Summary
3	Plan & Profile

Temp. Protection & Direction of Traffic Not Required (Road to be closed)

STATE OF OREGON

DEPARTMENT OF TRANSPORTATI

STATE HIGHWAY DIVISION

PLANS FOR PROPOSED PROJECT

DAIRY CREEK (SUSBAUER RD.) BRI

SUSBAUER ROAD
WASHINGTON COUNTY

10-2-80

From Metro JON ROSE Date 10/2/80

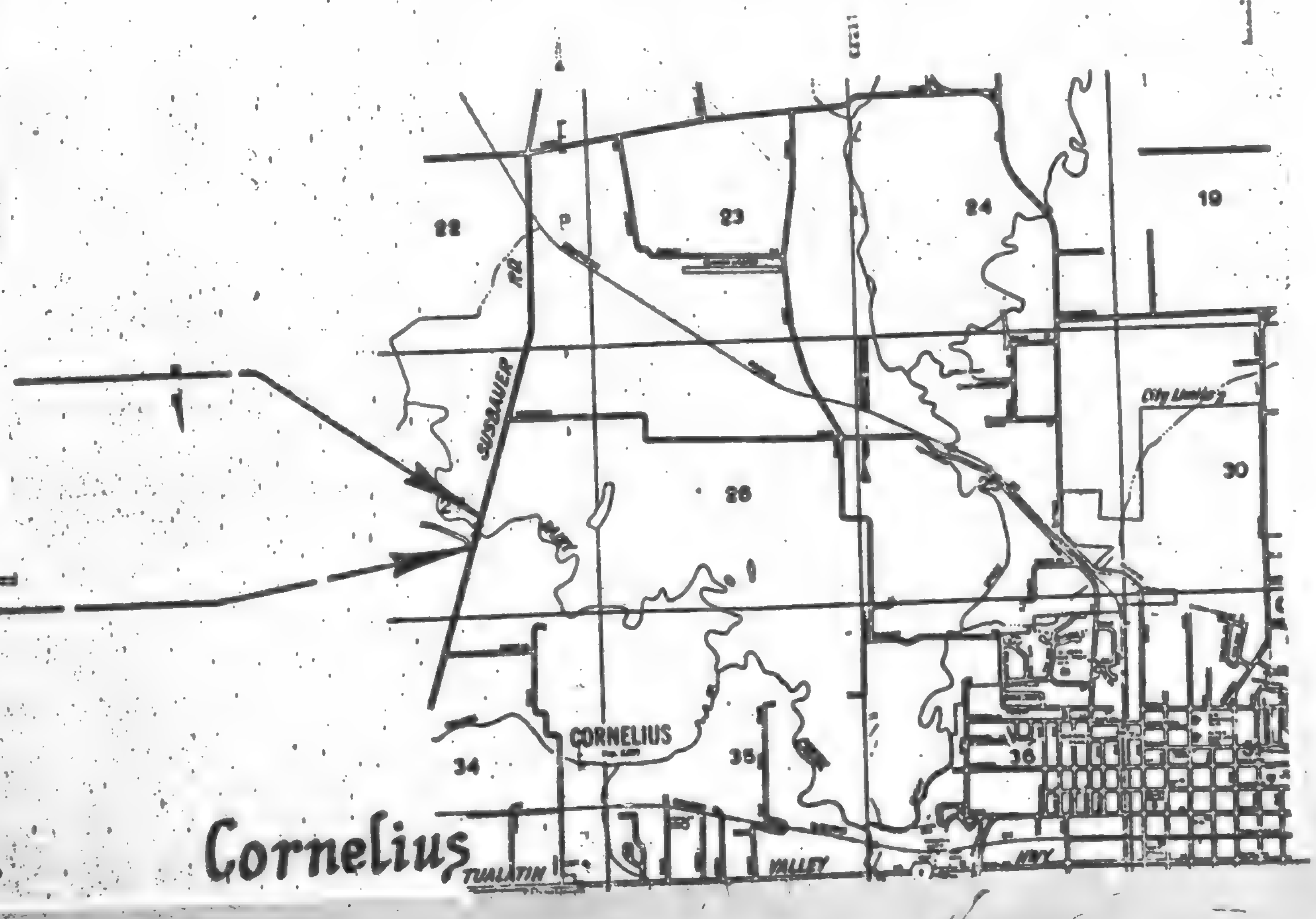
To [redacted]

[redacted] Traffic Region 1

Comments: Additional comments from staff. Please circulate.

Jon Rose

Sta. 79+00


SUSBAUER RD
22
23
24
19
26
30
34
35
36
CORNELIUS
City Limits
TUALATIN VALLEY HWY
Cornelius

9267

9267

BU ~~10-8-80~~
~~10-24-80~~
11-3-80

September 24, 1980

Division of State Lands
1445 State Street NE
Salem, Oregon 97310

Attention: Marge Akers

Dear Marge:

Re: OSHD Permit No. 296
Dairy Creek (Susbauer Rd.) Bridge
Susbauer Road
Washington County

Here is an application with plans for a removal/fill permit. Please note the removal quantity is less than 50 cubic yards but there is 50 cubic yards of riprap to be constructed.

Please review this project for permit requirement and if you decide a permit is not required, please let us know.

Very truly yours,

J. H. Versteeg
Road Design Engineer
By:

Donald L. Trout
Final Project Development Coordinator

DLT:ab

9267

STATE OF OREGON
ROAD DESIGN

INTEROFFICE MEMO

TO: R. N. Bothman
Region Engineer

DATE: September 18, 1980

FROM: Jack Sullivan Jack
Specifications Engineer

SUBJECT: Proposed Special Provisions for
Dairy Creek(Susbauer Rd.)Bridge Sec.
Susbauer Road
Washington County

Following is a list of items that may be included in the final specifications for the subject project. This listing is provided to inform you of proposed special provisions and questions that may need answers. Any comments, recommendations or answers to questions should be transmitted to the Specifications Unit. You will still have the same opportunity as in the past to review the final specifications.

1. Aggregate base to be either 2½"-0, 2"-0 or 1½"-0 as the contractor elects.
2. Aggregate leveling course to be 3/4"-0.
3. Asphalt concrete pavement to be commercial mix with no separate pay for asphalt cement in the mix.
4. No separate pay for tack coat.

ALB:cl

cc: C. T. Keasey
Ed L. Hardt
Enrique Rodriquez

Contains
Recycled
Materials
81-175-1387

9267

STATE OF OREGON

INTEROFFICE MEMO

TO: Mr. R. N. Bothman
Metro Administrator
Attn. Jon Rose

DATE: August 15, 1980

DES 23
Br 13082A

FROM: John M. Tindall
Supervising Structural
Design Engineer

SUBJECT: Dairy Cr. (Susbauer Rd.) Bridge HBR(OS)
Dairy Cr. (Susbauer Rd.) Bridge Section
Susbauer Road
Washington County
Bridge 13082A

Enclosed are four reduced prints of drawings 35429 and 35249 which are the preliminary plan and elevation and vicinity map for the subject structure. Also enclosed is a copy of the foundation report which should be forwarded to Washington County.

Note that concrete bridge approach panels have been included in this project.

Our present estimate of costs for the proposed contract is

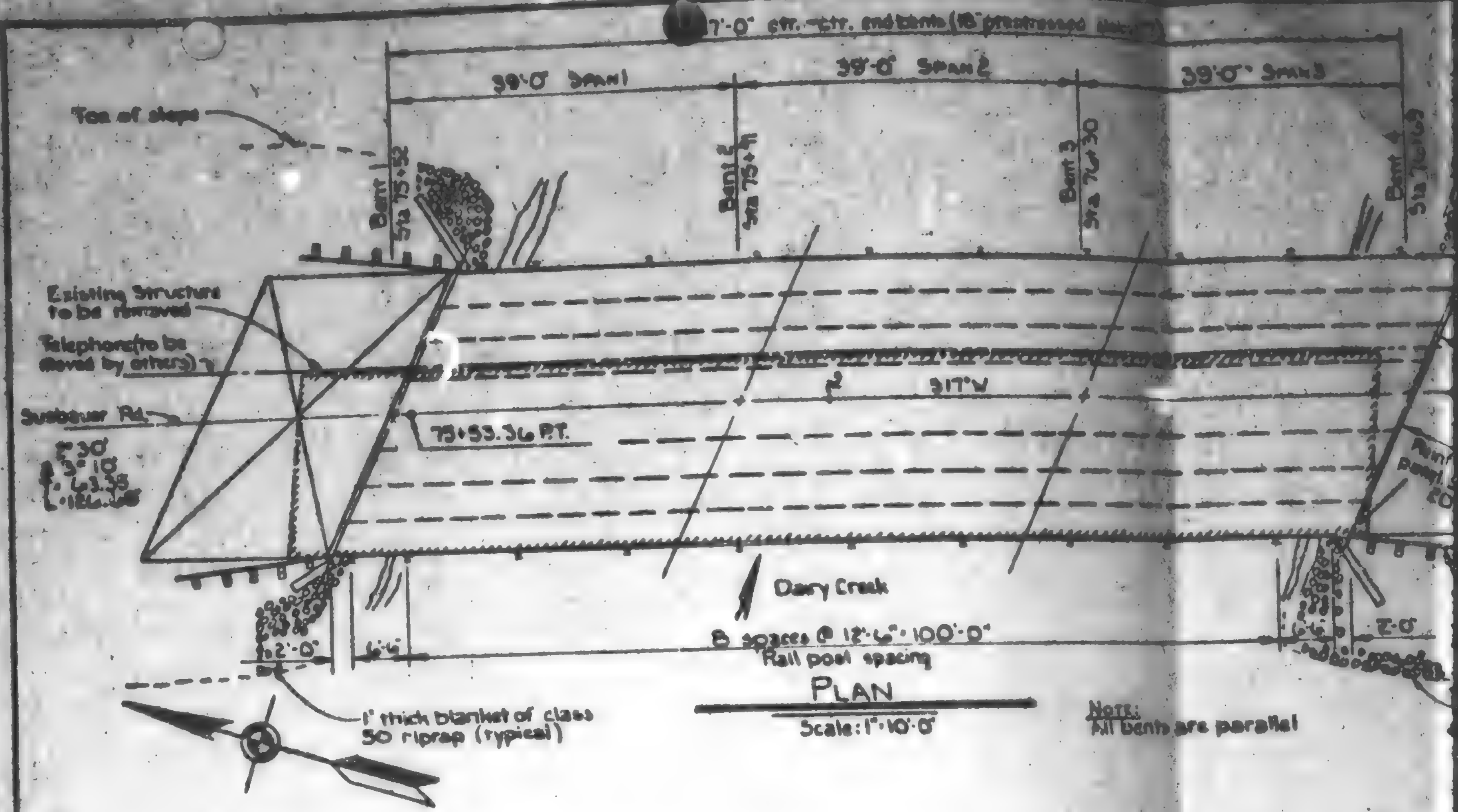
Grading and Paving	$ 62,000
Structure	163,000
Engineering and Contingencies	45,000
TOTAL	$270,000

Please use these prints to obtain the approval of Washington County. Return one set of prints to this office as soon as possible with the appropriate approval stamped thereon.

We plan to call for bids on this project on November 20, 1980.

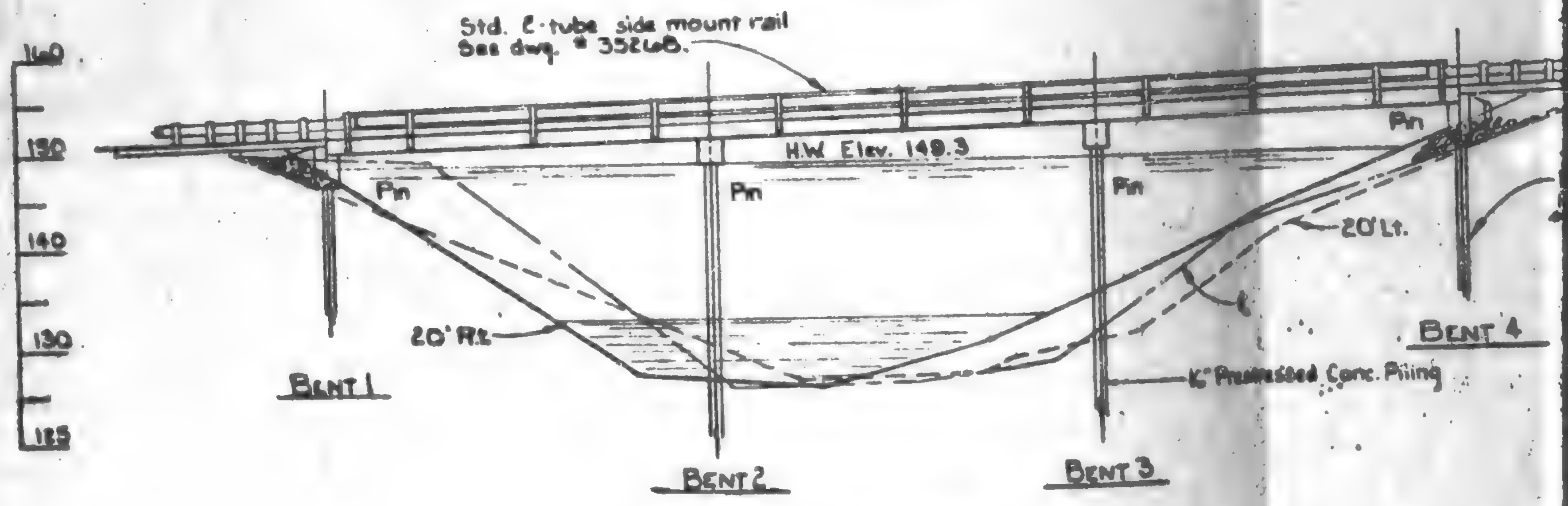
JMT:dh
Enclosures

cc H. A. Schell /w/ 1 set encls and 1 copy of Foundation Report
Engineering /w/ 1 set encls.
Local Government /w/ 1 set encls.
Environment (M. Banks) /w/ 1 set encls.


7'-0" ctr.-ctr. end bents (18" prestressed slab)
39'-0" Span 1
39'-0" Span 2
39'-0" Span 3
Toe of slope
Bent 1 Sta 75+52
Bent 2 Sta 75+91
Bent 3 Sta 76+30
Bent 4 Sta 76+69
Existing Structure to be removed
Telephone (to be moved by others)
Sulzbauer Rd.
317'W
75+53.36 P.T.
Dairy Creek
8 spaces @ 12'-6" = 100'-0"
Rail post spacing
2'-0"
6'-6"
1' thick blanket of class 50 riprap (typical)
Note:
All bents are parallel

PLAN

Scale: 1" = 10'-0"

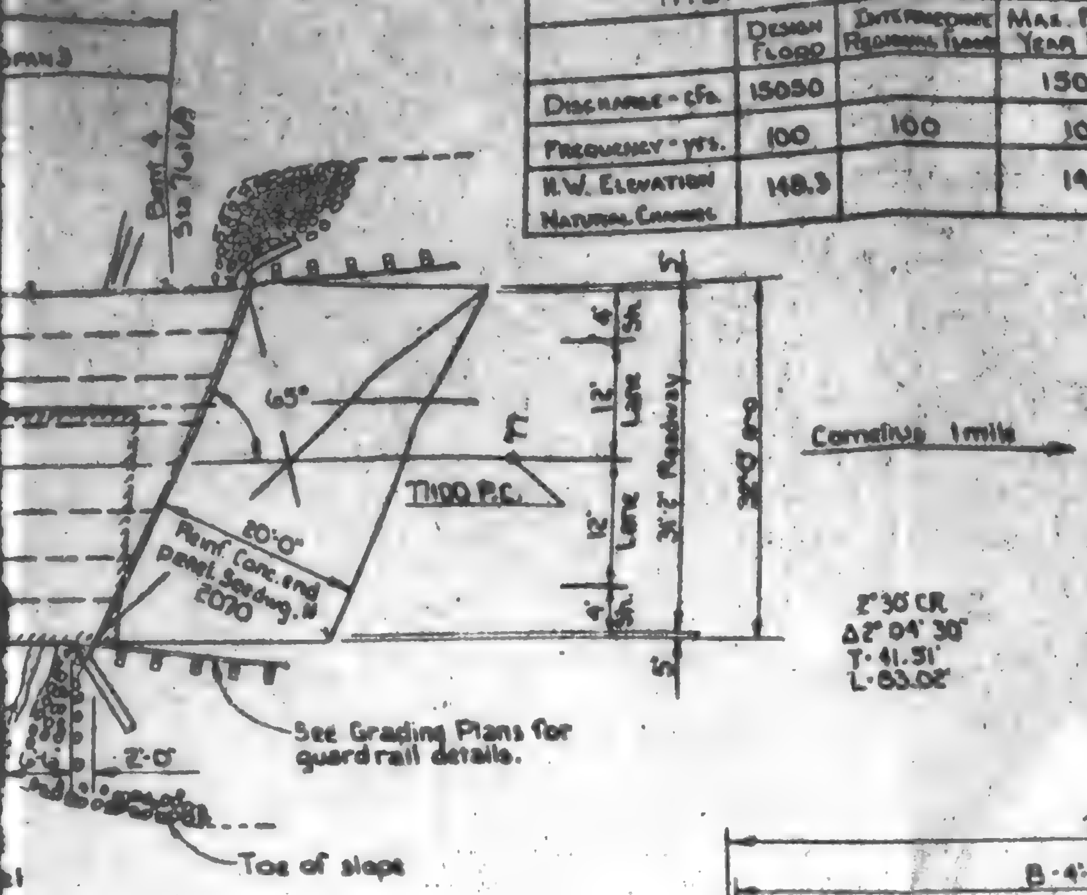

Std. 2-tube side mount rail
See dwg. # 35268.
H.W. Elev. 149.3
Pin
20' Rt.
20' Lt.
16" Prestressed Conc. Piling
160
150
140
130
125
Bent 1
Bent 2
Bent 3
Bent 4

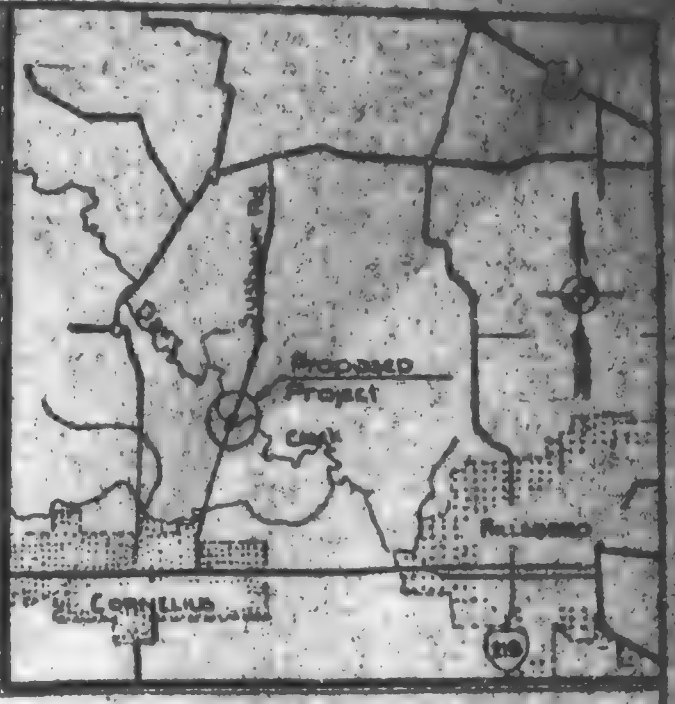
ELEVATION

Scale: 1" = 10'-0"

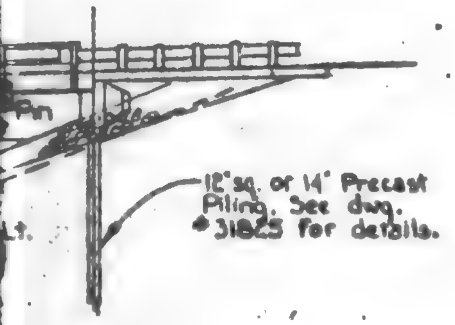
HYDRUALIC DATA

	Design Flood	Intermediate Recurring Flood	Max. Flood Year (1964)
Discharge - cfs.	15050		15050
Frequency - yrs.	100	100	100
H.W. Elevation Natural Channel	148.3		149.3


Span 3
Bent 4 Sta 76+18
65°
20'-0"
Reinf. Conc. end panel See dwg. 2070
T100 P.C.
5'
4' Sh.
12' Lane
12' Lane
4' Sh.
5'
31'2" Roadway
32'-0" o-o
Cornelius 1 mile
2°30' CR
Δ2° 04' 30"
T-41.51'
L-83.02'
See Grading Plans for guardrail details.
2'-0"
Toe of slope

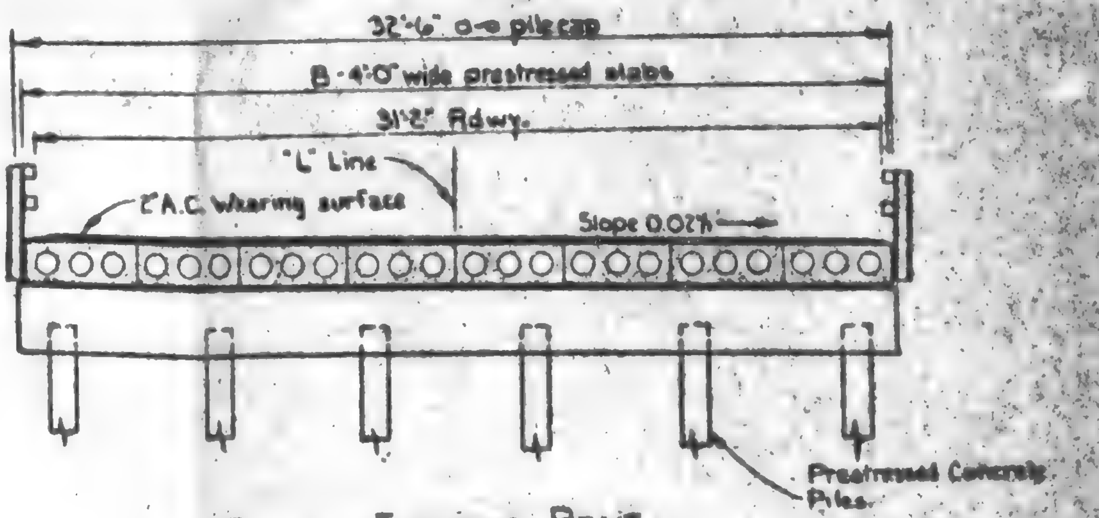

Susbauer Rd.
Dairy
Proposed Project
Creek
Hillsboro
Cornelius
219

VICINITY MAP


Pn
Lt.
12" sq. or 14" Precast Piling. See dwg. #31825 for details.

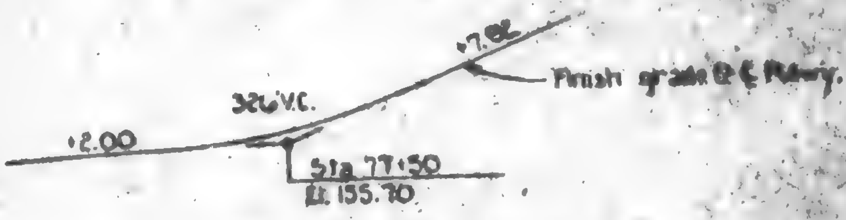
BENT 4

Piling


32'-6" o-o pilecap
8 - 4'-0" wide prestressed slabs
31'2" Rdwy.
"L" Line
2" A.C. Wearing surface
Slope 0.02'/'
Prestressed Concrete Piles.

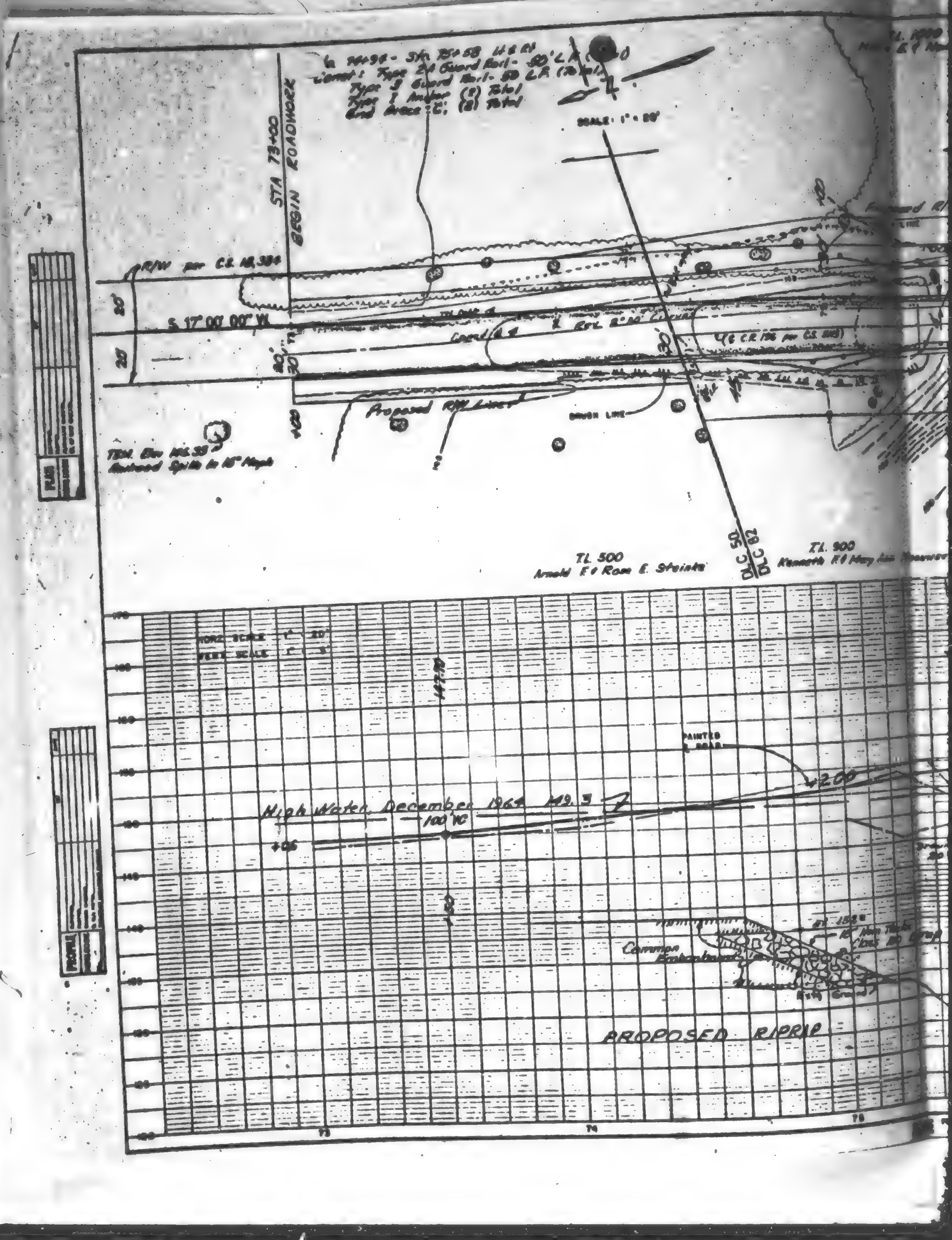
TYPICAL INTERIOR BENT

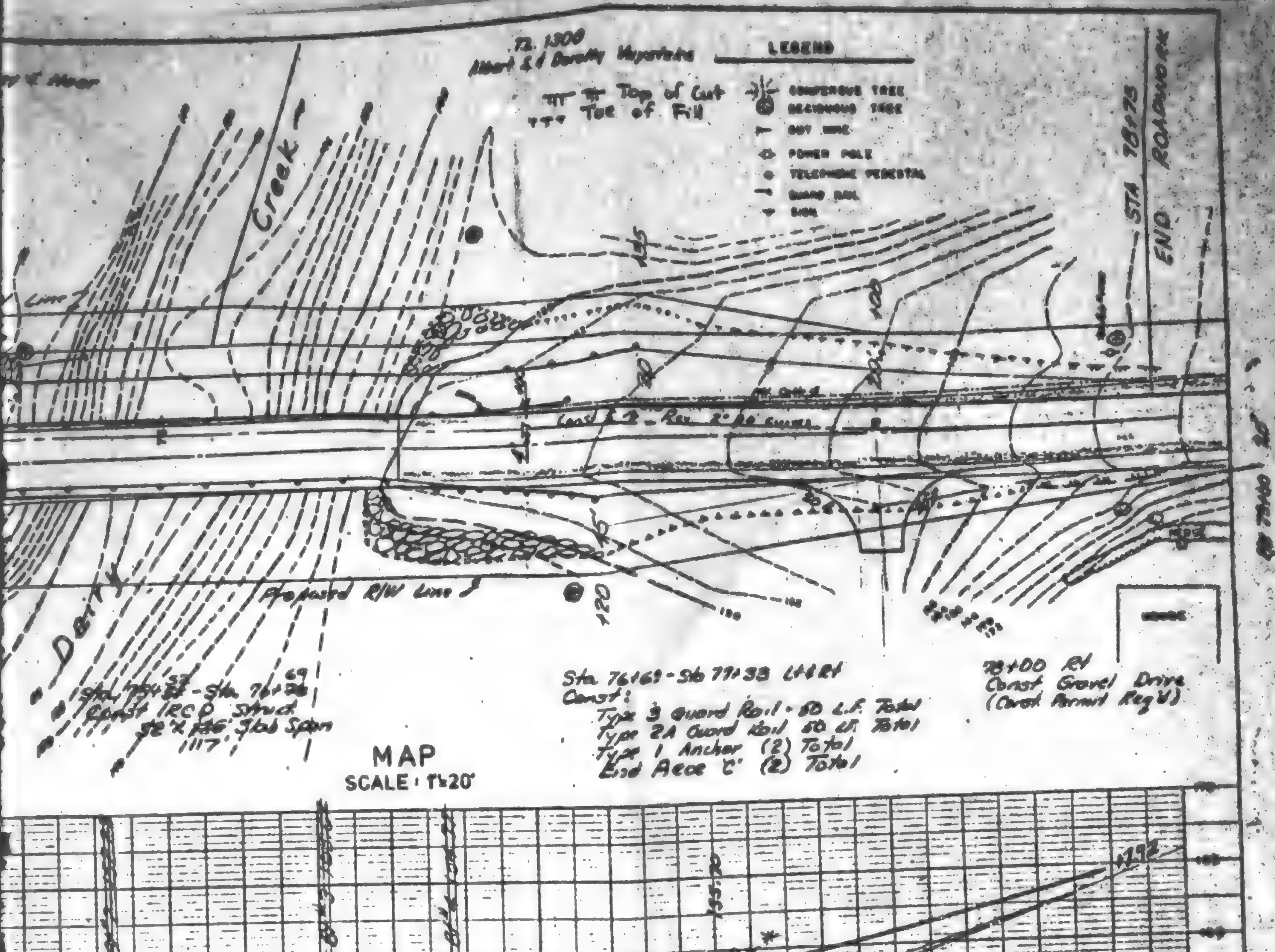
Scale: 1/4" = 1'-0"
(Normal to ℄ Rdwy.)


+7.86
Finish grade @ ℄ Rdwy.
326' V.C.
+2.00
Sta 77+50
El. 155.70

GRADELINE DIAGRAM

APPROVED: P.E.	OREGON DEPARTMENT OF TRANSPORTATION STRUCTURAL DESIGN SECTION
STRUCTURAL DESIGN ENGINEER P.E.	DAIRY CREEK (SUSBAUER RD.) BRIDGE DAIRY CREEK BRIDGE SECTION SUSBAUER ROAD WASHINGTON COUNTY
TECHNICAL SERVICES ENGINEER	
DESIGNED J. Bellin DRAWN J. Silbernagel CHECKED REVIEWED REVIEWED CALC. BOOK 1785	PRELIMINARY PLAN & ELEVATION
DATE / REVISION	ACCOMPANIED BY DWGS.
	DATE July 1980 — SHEET 1 OF 1
	BRIDGE NO. 13082A — DRAWING NO. 35429

Sta 74+98 - Sta 75+58 Lt & Rt
Type 2A Guard Rail - 50' Lt. (Total)
Type 3 Guard Rail - 50 Lt. (Total)
Type 1 Anchor (2) Total
End Area C, (2) Total
SCALE: 1" = 20'
STA 73+00
BEGIN ROADWORK
R/W per C.S. 18,384
20'
20'
S 17°00'00" W
Cond. A 1
Proposed R/W Line
TBM. Elev 166.35
Railroad Spike in 15" Maple
DITCH LINE
C.R. 136 per C.S. 8115
T.L. 500
Arnold E & Rose E. Steinke
DLC 50
DLC 62
T.L. 900
T.L. 1000
HORZ. SCALE 1" = 20'
VERT. SCALE 1" = 5'
PAINTED
ROAD
+2.00
High Water December 1964 149.3
100' VC
+05
Common Embankment
Exist. Ground
PROPOSED RIPRAP
Class 150 Grout
PLAN
PROFILE
73
74
75


TL 1300
Albert & Dorothy Vogelsang
LEGEND
Top of Cut
Toe of Fill
CONIFEROUS TREE
DECIDUOUS TREE
GUY WIRE
POWER POLE
TELEPHONE PEDESTAL
GUARD RAIL
SIGN
Creek
Dairy
STA 76+75
END ROADWORK
Const 2-2 Rev 2-80
Proposed R/W Line
120
100
Sta. 76+54.33 - Sta. 76+20.69
Const 1 RCD Struct.
52' x 136' Slab Span
1117'
Sta. 76+69 - Sta. 77+33 Lt & Rt
Const:
Type 3 Guard Rail - 50 L.F. Total
Type 2A Guard Rail 50 LF. Total
Type 1 Anchor (2) Total
End Piece 'C' (2) Total
78+00 Rt
Const Gravel Drive
(Const Permit Req'd)
MAP
SCALE: 1"=20'
326 VC
Elev 112.88 (Bottom Slab)
Ground Line
Ground Line
20' Lt.
* Note: Design Speed - 40 M.P.H.
See A.A.S.H.O. Publication
"Geometric Design Guide for Local Roads and Streets"
Revised 7-25-80 GHD
76
77
78

OREGON DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

VICINITY MAP & PROFILE

DAIRY CREEK BRIDGE (SUSBAUER RD.)
WASHINGTON COUNTY
MARCH, 1980

EARL C PURDY, RESIDENT LOCATING ENGINEER
SHEET 1 OF 2
DATUM USC&GS 1947 ADJ

BR.# 13082A DR.# 35249

9267

STATE OF OREGON

INTEROFFICE MEMO

TO: Mr. Donald L. Trout
Office Engineer
Engineering Section

DATE: August 15, 1980

DES 23
Br. 13082A

Cole

Nov Job—

Need grading plans

FROM: John M. Tindall
John M. Tindall
Supervising Structural
Design Engineer

SUBJECT: Dairy Creek (Susbauer Road) Bridge
Dairy Creek (Susbauer Road) Bridge Sec.
Susbauer Road
Washington County
Bridge 13082A

Here are 26 reduced prints of drawing 35429 and 7 reduced prints of drawing 35249 which are the preliminary plan and elevation and vicinity map for the subject structure. These are being forwarded for your submittal to the Division of State Lands.

The following should be of special interest.

	Yes	No	Quan.
Riprap	X		~~500~~ 50 c.y.
Channel Change		X	
Fill in Waterway	X		
Excavation in Waterway	X		

JMT:dh
Enclosures

cc L. L. Wallace

Contains
Recycled
Materials
81-125-1387

9267

STATE OF OREGON
HIGHWAY DIVISION - ODOT
DEPT.

378-6569
TELEPHONE

INTEROFFICE MEMO
LOC 8

TO: FILE

DATE: May 8, 1980

FROM: Gene M Finley
Gene M. Finley
Hydraulic Specialist

SUBJECT: Dairy Creek Bridge
Susbauer Road
Washington County

The proposed project will replace the existing 124-foot, seven-span, timber trestle structure on the same alignment.

HYDROLOGY

Dairy Creek is a north-south tributary of the Tualatin River and drains an area of approximately 149 square miles above the proposed bridge site.

The Corps of Engineers supplied information pertaining to upstream discharges on the East Fork of Dairy Creek and at the confluence of the East Fork and the West Fork of Dairy Creek for drainage areas of 63 square miles and 141 square miles, respectively. The following frequency vs. discharge was extrapolated from this data and represents the peak discharges at the bridge site.

Recurrence Interval	Peak Discharge
100-year	15,050 cfs
50-year	13,070 cfs
25-year	11,600 cfs
10-year	9,200 cfs
5-year	7,400 cfs

According to a nearby resident the December 1964 highwater elevation was approximately 149.3 feet (MSL) at the bridge site. North of the existing bridge site this highwater caused approximately 900± feet of the existing roadway to be over-topped to a depth of 3± feet. An analysis of the nearby gage records indicates that this flood was approximately equal to the 100-year flood.

HYDRAULIC DESIGN

As future traffic demands on this route from Cornelius to the Sunset Highway increase, the existing roadway sag area north of the bridge will probably be raised to prevent frequent inundation of Susbauer Road. When this reach is raised, an overflow structure will be

81-125-1387

necessary to prevent an increase in the stage upstream. This project, however, allows the existing roadway overflow to continue. With consideration of the above, and to conform with Washington County's Flood Plain Policy, the 100-year flood of 15,050 cfs was chosen as the design flood, with an estimated design highwater elevation of 149.3 feet (MSL).

A three-span prestressed slab structure with 1.5:1 end slopes was assumed as the replacement bridge. It was determined that a 108-foot structure with a 38-foot center span and a normal waterway opening of 1,650± square feet will create a highwater elevation along the upstream embankments of 149.5 feet (MSL) which includes 0.2 feet of backwater. Average velocity through the structure would be 5.5 fps.

The following tabulation compares the highwater elevations along the upstream embankments and the roadway overflow for the existing and proposed structures:

	Backwater Elevations 100-year Flood	Roadway Overflow 100-year Flood
Existing Structure	149.6 feet (MSL)	7,900 cfs
Proposed Structure	149.5 feet (MSL)	7,600 cfs

RIPRAP

It is suggested that the fill slopes be protected with a one-foot blanket of Class 50 loose riprap. A filter blanket will not be required.

GMF:ge

cc: Frank Terpin w/att.
Walt Hart "
J. Davis "
D. Harwell "
D. Christensen "
H. Schell, FHWA "
E. Hardt "

PROJECT MANAGEMENT BRANCH
ASHE ☐ STE ☐
PLE ☐ RE ☐ [✓ PRE ☐]
MAY 9 1980
REFERRED TO ____________
FOR ____________
FILE: PM FA LG.

HYDRAULIC DATA

	DESIGN FLOOD	INTERMEDIATE REGIONAL FLOOD	MAXIMUM FLOOD YEAR (1964)
Discharge – cfs	15050		15050
Discharge – m^3/s			
Frequency – yrs.	100	100	100
H.W. Elevation Natural Channel ft.	149.3		149.3
H.W. Elevation Natural Channel m.			
H.W. Elevation Channel Change ft.			
H.W. Elevation Channel Change m.			
Average Velocity – fps	5.5		5.5
Average Velocity – mps			

NOTE FOR A CANAL: "DESIGN FLOOD" = Design Flow
"Discharge" = Capacity

REMARKS:

OREGON STATE HIGHWAY DIVISION
HYDRAULICS UNIT

DAIRY CREEK BRIDGE
SUSBAUER ROAD
WASHINGTON COUNTY

COMPILED BY:
GENE M. FINLEY

DATE:
MAY 7,1980

9267

STATE OF OREGON
HIGHWAY DIVISION - ODOT

INTEROFFICE MEMO
LOC 4

TO: MEMO TO THE FILES

DATE: April 15, 1980

George C. Wills

FROM: George C. Wills
Location Field Engineer

SUBJECT: Dairy Creek Bridge (Susbauer Road)
SBR Off System
Washington County
Prefix 234-1903

Subject location project has been submitted $75,000 over the project program of $196,000 (total estimate - $271,000). Approximately $11,000 is extra work for bridge removal by county forces, $64,000 is approach work and $196,000 is for structure.

Lowering of the grade line and narrowing the structure from 32 feet to 28 feet could reduce the project cost by about $55,000 (grading $36,000 and structure $19,000). This would require FHWA approval of stage construction for the structure and a reduction to 25 mph sag vertical at south end of structure. Considering the "one shot" aspect of off-system projects, I do not believe this to be a satisfactory solution.

I recommend that additional funding be considered for this project.

GCW:ge

cc: Walt Hart
J. H. Versteeg
Dave Moehring

PROJECT MANAGEMENT BRANCH
ASH STE ☐
PLE ☐ RE ☐ PRE ☑
APR 16 1980
REFERRED TO ____________
FOR ____________
FILE: PM FA LG.

Contains Recycled Materials

9267

DAIRY CREEK (SUSBAUER RD.)
BRIDGE NO. 13082
WASHINGTON COUNTY
PREFIX 234-1903
EARL C. PURDY, RESIDENT LOCATING ENGINEER
MARCH, 1980

NARRATIVE REPORT

PURPOSE AND HISTORY

The purpose of this survey is to prepare plans and specifications for the replacement of the subject bridge. Roadwork in addition to the bridge replacement is held to a minimum within the parameters of the design standards used.

The existing timber trestle is in an advanced state of deterioration and is unsafe for two-way traffic. Guard rails, striping and signing have been installed to prohibit two-way traffic. A load of 10 tons is in effect on the structure.

Susbauer Road is a farm to market road and connects the town of Cornelius to the rural areas north of town and is used as a connector between Cornelius and the Sunset Highway. Traffic volume is estimated at 1,000 ADT.

This project is a catagory 3 non-major and is funded by HBR off-system.

MAPPING AND CONTROL

A 1"=20' Vicinity Map was traced from a previously drawn county 1"=20' map. Property lines, ownership data, and utilities were added and minor revisions made to contour lines. The 'L' Line shown on the map was set by the Washington County Road Engineering Department surveyor and represents the roadway center-line as shown on County Survey No. 18,384, a re-survey of Susbauer Rd. No. 196. Other private surveys in the vicinity and the actual road location do not agree, however, future road dedications and/or purchases will be based on C.S. 18,384 ('L' line).

Coordinates were not used for plotting as the base map, including the 'L' line, was already drawn. Assumed coordinates however were applied to C.S. 18,384 and others to determine the dimensions of proposed R/W dedications (See R/W Paragraph). Bearing basis is also C.S. 18,384. The scope and intent of the project does not warrant tying to the Oregon Coordinate System.

Vertical datum is tied to the USC&GS, line 38, 1947 adjustment.

A temporary bench mark, noted on the map, was set by the county survey crew.

DESIGN STANDARDS (Horizontal & Vertical Alignment)

The center-line position of the proposed structure was requested by the county to be placed four feet right of the R/W centerline for the following reasons: (1) Centering the structure on the R/W centerline would not match the existing road location and would lengthen the roadwork required to blend into the existing. (2) Centering the structure on the center of the existing road would lengthen the structure due to the stream alignment upstream in the northwest quadrant.

A design speed of 40 m.p.h. based on the traffic volume of 1000 ADT, was used for the geometric design considerations with the exception of the roadway typical section (see BASE DESIGN and ROADWAY SECTION paragraph). The A.A.S.H.O. publication "Geometric Design Guide For Local Roads And Streets" was used as the design standards.

The Vertical Alignment of the proposed structure and roadwork cannot match the existing because of the 9% grade immediately south of the structure (Max. design grade = 8%). The grade line chosen raises the south end of the structure about 2.5 feet and eliminates the over-maximum gradient and stopping sight distance problem. A lower grade line at the structure is not possible as future (if any) or present road work to the south would require extensive excavation and possible undermining of a residence (sta. 78+75 right) to provide adequate stopping sight distance.

The county has stated that future major improvements to adjust road sections are not probable within the next 20 years.

ROADWAY SECTION AND BASE DESIGN

The typical section proposed in the project request and recommended here calls for a 12-foot travel lane & a 4-foot paved shoulder in each direction. The shoulder is sub standard; however, the following considerations justify the reduced standard: (1) the structure width proposed (32') is the same as roadway width (2) the project is only 575 lineal feet in length (3) the existing paved roadway is only 20 feet wide (4) project intent is to replace the structure (widening roadwork will lengthen project and increase costs).

The project assessment addresses a build alternate of constructing a 36-foot wide structure undoubtedly to provide wider 6-foot shoulders (standard shoulder is 8 feet) for safer bicycle and pedestrian use. Bikeway designation is not compatible with adjacent road use both now and in the forseeable future. The 36 foot structure width would add about $30,000 to estimated costs (structure $20,000, roadwork $4,000, engineering and contingencies $6,000).

The base design was determined by the Surfacing Design Engineer, Salem Location, and consists of 3 inches of Asphaltic Concrete Pavement and 14 inches of crushed aggregate base. A future asphaltic concrete application of 1.5 inches is included.

MATERIALS (Earthwork and Surfacing)

Embankment in Place was chosen as the pay item for the grading as there is a deficit of about 175 cubic yards of excavated material on the project. The needed quantity is too small to consider a mandatory site. There are numerous operating commercial material sources , such as Baker Rock Quarry (34-80-1) and others (see Material Source List, next 2 pages) within a 15-mile radius, that would provide the necessary material for the embankment as well as the approximate 1,250 tons of crushed aggregate base rock.

A commercial supplier would provide the approximate 260 tons of class B Asphalt Concrete. About 70 cubic yards of Class 100 Riprap are included in the location estimate. The material source lists two possible sources: (1) Vandering Quarry (34-12-2) and (2) Roderick Quarry (34-97-2).

DRAINAGE AND HYDROLOGY

There are no drainage structures needed except as might be designed into the bridge.

The Dairy Creek basic drains about 156 square miles of area upstream of the crossing reaching to the summit of the Coast Range. A maximum elevation of 2,033' on the East Fork Dairy Creek drainage is reached at Tater Hill, about 17.5 miles north of the project site. The bridge elevation is 150' MSL.

The 100-year flood elevation reported in the project assessment is 155 feet above MSL (according to the Corps of Engineers). A nearby resident, Albert Vuylsteke. (telephone 648-2293), identified a point near the bridge that was the crest of the 1964 flood. The field tied elevation of the 1964 crest is 149.30' which is 0.56' below the existing bridge beams.

Directly north of the structure, Susbauer Road dips below the 1964 highwater elevation. About 1000 feet of the road was over-topped in 1964 reaching a depth of 3 feet.

The streambed cross-sections taken for the Vicinity Map were taken at points 200 feet upstream, near the structure, and about 225 feet downstream. The section near the structure is actually two sections as it follows the existing roadway to the north of the structure where elevations were taken on the center of the road and at the natural ground level (in the over-topped area).

The proposed structure would be entirely above the 1964 crest although the north end would be slightly lower than the existing structure (see Profile). The existing road grade north of the structure in the 1964 over-topped area would remain the same. The county has no plans to improve the road except as proposed with the bridge replacement project.

TUALATIN VALLEY HIGHWAY NO. 29

* Hergert Quarry: Source No. 34-10-2
Operated by Quality Rock Products and located 4 miles south of Forest Grove. T1S R3W Sec. 20. Granular fill. No plant. Telephone: 649-5618.

* Scroggins Valley Road Pit: Source No. 34-15-2
Owned by Stimson Mill and located 3 miles southwest of Dilley. T1S R4W Sec. 27. Riprap. No plant.

* Vaandering Quarry: Source No. 34-12-2
Owned by Vaandering and located 5 miles southwest of Forest Grove. T1S R4W Sec. 10. Crushed aggregate and riprap. Small crushing plant. Telephone: 357-3624.

* Vanaken Sand & Gravel: Source No. 34-13-2
Owned by Vanaken's and located 5 miles southwest of Forest Grove. T1S R4W Sec. 9. Crushed aggregate and granular fill. Crushing plant. Telephone: 357-2525.

WILSON RIVER HIGHWAY NO. 37

* Oliver Jack Quarry: Source No. 34-35-1
Operated by Banks Rock Products and located 4 miles west of Banks. T2N R4W Sec. 21 & 28. Crushed aggregate. Small crushing plant. Telephone: 342-3283

* Prickett Quarry: Source No. 34-96-2
Operated by David Otto and located 4 miles west of Forest Grove. T1N R4W Sec. 33. Granular fill and crushed aggregate. Small crushing plant. Telephone: 357-2545.

* Roderick Quarry: Source No. 34-97-2
Operated by Karban Rock Products and located 4 miles northwest of Forest Grove. T1N R4W Sec. 21. Granular fill, crushed aggregate, and riprap. No plant. Telephone: 357-6137.

BEAVERTON - TUALATIN HIGHWAY NO. 141

Baker Quarry(Tualatin Quarry): Source No. 34-93-1
Operated by Baker Rock Crushing and located 2 miles south of Tualatin. T2S R1W Sec. 35. Granular fill. No plant. Telephone: 649-5531.

FARMINGTON HIGHWAY NO. 142

* Baker Rock Quarry: Source No. 34-80-1
Operated by Baker Rock Crushing Co. and located 4½ miles west of Beaverton. T1S R2W Sec. 26. Crushed aggregate, riprap, and asphaltic concrete. Crushing plant and asphaltic concrete batch plant. Telephone: 649-5531.

* Grabhorn Quarry(L.H. Cobb): Source No. 34-79-1
Operated by L.H. Cobb and located 5 miles west of Beaverton. T1S R2W Sec. 26. Crushed aggregate and granular fill. Crushing plant. Telephone: 649-5661.

* MP 4.85 Quarry (Quality Rock Products): Source No. 34-86-1
Operated by Quality Rock Products and located 4½ miles west of Beaverton. T1S R2W Sec. 26. Crushed aggregate. Crushing plant. Telephone:649-5618.

Murray Quarry: Source No. 34-81-1
Operated by Progress Quarries and located 2 miles south of Beaverton. T1S R1W Sec. 29. Granular fill. No Plant. Telephone: 649-7526.

SCHOLLS HIGHWAY NO. 143

Lewis Quarry: Source No. 34-84-1
Operated by Progress Quarries and located 3 miles west of Tigard. T2S R1W Sec. 5. Crushed aggregate and granular fill. Crushing plant. Telephone: 649-7526.

Class 100 riprap is included but is limited only to the new embankment construction. Extensive toe trench work should not be required as there is no evidence of erosion in the existing banks. The streambank is presently covered by a heavy growth of brush, briars, and small trees, except directly below the structure, which provides adequate bank protection and velocity control.

UTILITIES

The only utility involved in the project is the General Telephone Co. underground cable along the east side of Susbauer Road. This cable presently becomes aerial at the stream crossing between station 75+26 and 76+89. Coordination with General Telephone during the final design of the structure will provide the utility some opportunity to upgrade their system and make necessary adjustments. The cable itself might need lowering between station 74+50 and 75+26 where the proposed road grade line is lower than the existing grade line by about one foot.

RIGHT OF WAY

Four parcels of R/W are needed to construct the project. The county has agreed to handle the needed R/W acquisitions. The "Proposed R/W Line" as shown on the Vicinity Map is tentative as the county will determine actual R/W lines. In addition to the proposed R/W, a construction permit will be needed for the road approach at station 78+00 to the Meeuwsen property. This approach is to serve a garden area, so paving of the approach is not necessary.

SPECIAL PROVISIONS (Contract Items)

TEMPORARY PROTECTION AND DIRECTION OF TRAFFIC (TPDT)

The TPDT measures will be the signing and barricading of the road to close the road at the bridge and provide a detour route. Most of the traffic is local so that drivers will be familiar with alternate routes and "detour" signing may be limited to the Long Road and Wren Road detour points. (See Sketch Map and sign list in Estimate Calculations.)

After the road closing, the county work forces will remove the existing structure (see EXTRA WORK paragraph) before the contractor can start the remaining work. In addition to the Type III Barricade placed near the bridge for road closing, "Temporary Guard Rail" should be installed across the roadway at station 72+50 and 79+00 using the material removed from the existing bridge. No extra pay item is included for the "Temporary Guard Rail."

GUARD RAIL

The guard rail unit prices assume that all new material would be used as the existing rail would require paint stripping and existing posts are not standard.

EXTRA WORK (County Forces)

The county has requested that its crew perform the bridge removal, fence construction, and permanent striping.

The bridge removal will provide some salvaged material for county use at other locations.

The fence left of station 73+00 to 75+80 falls within the area of road reconstruction. During R/W negotiations, the county will determine the need for this fence and its design. Work by county crews will permit the fence to be constructed prior to the contract work which will minimize conflict between road work and owners' land use.

The striping of the finished pavement can be scheduled as a part of the usual re-striping of Susbauer Road.

REGON STATE HIGHWAY DEPA MENT

QUANTITY SUMMARY & COST ESTIMATE

Sheet ______ of ______ She

Section Dairy Creek Bridge No. 13082 Unit ______
Highway Susbauer Road County Washington Prefix 234-1903
Length 0.109 Mi 575 L.F. Designer E.C. Purdy, Res. Loc. Engr. Draftsman E.H. Wooldridge HE 1 Date 3/26/80

Grading and Surfacing Items

Unit Prices By Geo. Sanford, Cost Analyst

Item	Unit	Net	10% Allow	Gross	Price	Amount
1. Mobilization	L.S.	(10%)				18,76
2. Temporary Protection And Direction Of Traffic	L.S.	(1%)				1,90
3. Temporary Signs	S.F.	115	5	120	6^{00}	72
4. Temporary Barricades	Ea.	6		6	115^{00}	69
5. Clearing And Grubbing	L.S.					1,50
6. Removal Of Structures And Obstructions	L.S.					1,00
7. Embankment In Place	C.Y.	514	6	520	6^{00}	3,12
8. Finishing Roadbed And Slopes	L.S.					1,00
9. Watering	M-Gal	21	-	21	15^{00}	31
10. 1½"-0 Aggregate Base	Ton	1,142	108	1,250	10^{00}	12,5
11. Class 'B' Asphalt Concrete	Ton	257	3	260	45^{00}	11,7
12. ¾"-0 Aggregate In Prime Coat	C.Y.	10	-	10	20^{00}	20
13. MC-250 Asphalt In Prime Coat	Ton	2	-	2	500^{00}	1,00
14. Guard Rail, Type 3	L.F.	100	-	100	30^{00}	3,00
15. Guard Rail, Type 2A	L.F.	100	-	100	20^{00}	2,00
16. Guard Rail Anchors, Type 1	Ea.	4	-	4	350^{00}	1,40
17. Guard Rail End Piece, Type 'C'	Ea.	4	-	4	160^{00}	64
18. Loose Riprap, Class 100	C.Y.	69	1	70	20^{00}	1,40
19. Delineators	Ea.	6		6	25^{00}	15
20. Roadside Seeding And Mulching	L.S.					1,00
21. 32'x125' R.C. Slab-Span Structure	L.S.					144,00
SUBTOTAL (Contract Items)						208,00
ENGINEERING AND CONTINGENCIES (25%)						52,00
EXTRA WORK (BY COUNTY):						
Removal of Timber Trestle						10,000
Construct Fence						500
Striping						500
						271,0

9267

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Portland, Oregon
March 3, 1980

FILE: 234-1903

Raleigh Carothers

FROM: Raleigh Carothers
Ass't. Res. Loc. Engr.

SUBJECT: Washington County Bridges
Team #2 Meeting

TO: Memo to Files

This meeting was called to order by Jack Davis on February 20 at the Region I building in Milwaukie. Five bridge replacement projects were discussed concerning what engineering data the Salem Bridge Design Unit had obtained and what field location work was yet to be done by E.C. Purdy's location office.

The first project discussed was the Gales Creek (Parsons Rd.) #13211 replacement. The question arose as to what alignment would be used since a suevey had been made and a new bridge alignment designed in 1966. The existing traffic counts do not warrant a new bridge alignment but a replacement only.

Team #2 determined it necessary to resolve the bridge alignment problem before this project can proceed. Earl Purdy's location unit will call a meeting between the Washington County Road Dept. and the F.H.W.A. to clarify and hopefully solve the problems.

When the alignment has been determined, this office is to run the centerline in the field and get a three line profile at the bridge site. The opening underneath the existing bridge is to be measured, stream cross sections 200 feet upstream and 200 feet downstream are to be taken and the creek water surface profile is to be taken from 1,000 feet upstream to 1,000 feet downstream.

The geology foundation investigation work has been done.

The question arose concerning payment for the roadway fill and construction items since this was a bridge replacement project. This question will be discussed at the meeting between Washington County and the F.H.W.A next week.

The second project discussed was the Dairy Creek Overflow bridge No. 13273 on Harrington Road. This bridge has no water flowing under it nor does it look like there has been. The idea of replacing the structure with metal pipes was mentioned.

This structure is near the bridge across the main channel of Dairy Creek. A cross section is to be taken along the southerly edge of the roadway, across the overflow opening, to and across the Dairy Creek main channel opening. The overflow channel is to be located and profiled upstream to the main Dairy Creek Channel (include in roadway cross sections) and then profile the top of water of the main channel 500 feet upstream and 500 feet downstream from the overflow channel inlet . The over flow channel is to be profiled downstream from the overflow structure 500 feet or to Dairy Creek and to be cross sectioned at 200 and 400 feet from the overflow structure.

The existing openings of both structures (main channel and overflow) will be needed.

Region I Geology is to drill one foundation investigation hole.

The third bridge project discussed, Cheistensen Creek (Robinson Rd.) Bridge #13284, was seen as a typical bridge replacement project. Needed information included a three line profile under the structure, three stream cross-sections (300 feet upstream, 300 feet downstream and at centerline) and contours within the proposed work area only. A creek water level elevation will be necessary from 1,000 feet upstream to 1,000 feet downstream.

David Bryson will investigat the Tualatin River Flood Plain Information for the high water mark since the mouth of Christensen Creek is only 0.9 mile from this project. The local high water mark will be investigated also.

The fourth bridge replacement project; the McFee Creek Bridge No. 12988 (Midway Road) has a problem with debris just upstream from the existing bridge. The creek parallels the road fill for a few hundred feet until it turns away from the roadway, makes a semicircular curve to the right and crosses the road alignment perpendicular to the centerline.

There is a pile of logs & debris where the creek alignment leaves the fill, and Jack Davis noted the prospective danger of the creek backing up, eroding the fill and making a new channel. He recommended the county remove the obstacle from the creek.

A utility line was noted on the bridge and this office will investigate its ownership.

Region One Geology is to drill two foundation excavation holes.

Needed will be a three line profile, three stream cross-sections (300 feet upstream, 300 feet downstream and centerline, a stream profile 1,000 feet upstream to 1,000 feet down stream and contours for the proposed work area only.

The last bridge project discussed was the Dairy Creek (Susbauer Rd.) Bridge No. 13082. This crew was requested to find the high water mark from old time residents. If the high water mark shows the roadway being flooded then this crew will get the profile of the area to the lowsag and beyond.

The field crew is to tie log jams and debris which will affect the water level.

The stream information for profiles, cross-sections and project contours and profiles were the same as on the McFee Creek Bridge project.

General instructions for all five projects were:

1. Contour all the bridge fill areas plus a little more. (hopefully 50 feet either way will be enough)
2. Note on the detail map whether the proposed bridge centerline is the same as the existing bridge centerline.
3. Plot, identify etc. all existing utilities.
4. Get three line profiles under the bridges, centerline and 15 feet left and right.

C.C. J. Davis
D. Bryson
T. Thompson
C. Duval

Washington County Bridges
Team Two Meeting
Attendees

2-20-80

Jack Davis	Foundation Engineer	378-6551
Curt Duval	Metro Loc. Engineer	238-8354
Raleigh Carothers	Ass't. Res. Loc. Eng'r.	229-5828
Elmer Wooldridge	Team Leader	229-5828
David Bryson	Ass't. Hydraulics Eng'r.	378-6569
Ted Thompson	Super. Bridge Des. Eng'r.	378-6551
Rob Cameron	Res. Loc. Eng'r.	657-2138
Clarence Eshelman	Region I Geologist	653-3080

9267

1-18-80

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. OS-3400(4)

STATE PROJECT NO. See below

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO. 00023

COUNTY NAME Washington

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer
Salem, Oregon

RECEIVED
STATE HWY ENGR
JAN 22 '80
REFER TO [illegible]
FOR

1-22

DATE PS&E APPROVED 1-18-80

DATE AUTHORIZATION EFFECTIVE 1-18-80

FEDERAL ROUTE NUMBER Non Federal-aid

STATE ROUTE NUMBER County Road

GENERAL LOCATION:
Dairy Creek (Susbauer Rd) Bridge Section

GENERAL DESCRIPTION OF WORK:
Preliminary Engineering and one structure

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☒ PREPARATION Including utility preparatory work and archeological salvage
☒ OTHER (Specify) TEC $29,400 - F.F. not to exceed $23,520
See below

☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's 11-5-79 and 12-16-79 letters you are authorized to proceed with actions necessary to advance the physical construction provided for by the above project at a total estimated cost of $196,000 Federal Funds $156,800 in accordance with the provisions of your approved Secondary Road Plan. If you subsequently find that exceptions to the procedure will be needed or that your proposed design standards for this project are lower than the minimum design standards as approved May 13, 1970, this office should be notified of such proposed exceptions and reasons thereof.

DATE 1-18-80

SIGNATURE OF APPROVING OFFICIAL G. K. H

TITLE for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1970—721-918

9267

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO 6-2

December 26, 1979

TO G. L. Green, Division Administrator
Federal Highway Administration

FROM D. E. Swan
Operation Programming Engineer

SUBJECT Project No. BROS-3400(3)
Christensen Cr.(Robinson Rd.)Bridge Sec.
Project No. BROS-3400(4)
Dairy Cr.(Susbauer Rd.)Bridge Sec.
Washington County

Enclosed is a copy of Mr. Terpin's memo's of December 20, 1979 and December 21, 1979 which provides an explanation of the estimated preliminary engineering costs included in the program on the subject projects.

I trust this additional information will meet with your approval and permit authorization to be given on the projects as previously requested.

CL:sr

cc: F. Terpin
H. Reynoldson

FRED

M

Form 734-3122

92667 Form FHWA 121 (6/79) L.

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

THE OREGON DIVISION - SALEM
UNITED STATES GOVERNMENT

memorandum

Subject: Oregon Project BROS-3400(4)
Dairy Creek (Susbauer Rd) Bridge Sect.
Washington County

Date: November 14, 1979

From: G. L. Green

Reply to Attn. of: HFO.1-OR

To: Mr. H. S. Coulter, State Highway Engineer

Mr. Swan's November 5 letter requesting authorization to proceed with all phases of preliminary engineering at a total estimated cost of $29,500 on the subject project has been reviewed. It would seem that an off-system bridge across a minor stream would not require an extensive amount of engineering. Since the estimated cost of PE for this project is considered excessive we are withholding authorization to proceed pending receipt of a detailed explanation in support of the estimated costs.

G. K. Hossner
for G. L. Green

NOTED
H. S. COULTER

RECEIVED
STATE HWY ENGR
NOV 16 '79
REFER TO
[illegible]
FOR
Info | Inves | R/D | D/R | Sign | Act | File

11/[illegible]
[illegible]

9267

November 7, 1979

PRO 6

Washington County
  Board of Commissioners
Courthouse
Hillsboro, Oregon 97123

Attn: JoAnn Johansen
       Clerk of the Board

Gentlemen:

We have submitted a program to the Federal Highway Administration for approval of the preliminary engineering phase of the replacement of the Dairy Creek ([illegible] Rd.) Bridge.

Financial sharing of the preliminary engineering is:

Total P.E.	$29,400.00
Federal Funds	23,520.00
BALANCE	$ 5,880.00
Local Share:	$ 4,480.00

Please make your check in the amount of $4,480.00, payable to the Oregon State Highway Division and send it to Highway Accounting, Room 434, Transportation Building, Salem, Oregon 97310.

Very truly yours,

ORIGINAL SIGNED BY
D. E. SWAN

D. E. Swan
Operation Programming Engineer

FVH:pf

bcc w/AD # 693: Vern Skoog - Please return completed AD # 693
                 when check is received.
                 Region II Federal Aid Engineer, Jon Rose

9267

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.: PRO 6-2

November 5, 1979

TO G. L. Green, Division Administrator
Federal Highway Administration

FROM D. E. Swan
Operation Programming Engineer

SUBJECT Project Data Submission
Item No. 00023
Project No. BROS-3400(4)
Dairy Cr. (Susbauer Rd.) Bridge Sec.
Washington County

Enclosed is data for the subject project.

I hereby request the following:

(1) Authorization to proceed with all phases of preliminary engineering, including archeological salvage and utility preparatory work at an estimated total cost of $29,400 with an obligation of $23,520 in federal funds.

(2) Authorization for construction at an estimated total cost of $196,000 with an obligation of $156,800 in federal funds.

A copy of the State Clearinghouse A-95 review comments has been previously forwarded.

CL:sr
attachments
cc:M. Klotz (Metro)
H. Reynoldson, w/att

Form 734-3122

Budget Bureau No. 41-R2

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O.

FORM PR-1 (REV. 4-61)

11-5-79

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

CARD	REPORT NUMBER (19) (20)	PROJECT LOCATION (45 typewriter spaces) 21 65	ADT	PRESENT (66) (70)	FUTURE	YEAR (71) (72)	REGION	STATE NAME
2		Co. Rd., Approx 2 mi. N.W. of Hillsboro		DHV 100 1,000	---	---	10	Oregon

CARD	CHARACTER OF PROPOSED WORK (35 typewriter spaces) 28 62	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)	PROJECT NUMBER PREFIX LETTER(S) 14	NUMBER 23
3	P.E., One Bridge								BROS	-3400(4

CARD 4

CLASS OF FEDERAL FUNDS: Bridge Replacement (Off System)

NAME OF URBAN AREA 17-31: ---

COUNTY NAME: Washington

ROUTE NO.: N

FEDERAL-AID: Non (32)

STATE: Co. Rd. (36) (37)

U.S.: --

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS
1	(14-15)	(16)	41	42	43 46	53		(54) (58)	(59) (66)	(67) (75)		
5					PE		"Dairy Creek (Susbauer Rd.) Bridge Section"	0.02	29,400	23,520	1,400	4,480(co)
5					ROW							
5					CONST (CODE) X080			0.02	196,000	156,800	---	39,200(Co

CARD	CODE	PREPARED BY	PROJECT TOTALS	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS
1	1	C.L.		0.02	225,400	180,320	1,400	43,680(c
1	14	PROGRAM APPROVAL DATES 10-4-79			(16) (23)	(24) (33)	REMARKS	

Budget Bureau No. 41-R2067; Approval Expires February 28, 196

FORM PR-1
(REV. 4-61)

11-5-79

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

ECT LOCATION (45 typewriter spaces)	ADT	PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
Co. Rd., Approx 2 mi. N.W. of Hillsboro		DHV 100 1,000	---	---	10	Oregon	41	117	00023

WORK (35 typewriter	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	PROJECT NUMBER NUMBER	PROJECT NUMBER SEQ. NO.	I Projects Only POST MI.	I Projects Only DESIG.
ge								BROS	3400(4)			

Bridge Replacement (Off System)

COUNTY NAME	CODE
Washington	067

ROUTE NO.	FEDERAL-AID	STATE	U.S.
N	Non	Co. Rd.	--

PROGRAM STAGE ☐ 1 OR ☐ 2

WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
E		"Dairy Creek (Susbauer Rd.) Bridge Section"	0.02	29,400	23,520	1,400	4,480(co)	ROW-40' minimum; Access Control-None Parking Restrictions- Partial.
OW								
ONST ODE) 080			0.02	196,000	156,800	---	39,200(Co)	
	C.L.	PROJECT TOTALS	0.02	225,400	180,320	1,400	43,680(co)	

OVAL DATES 10-4-79

REMARKS

-over-

Dairy Creek (Susbauer Rd.) Bridge Section
Project No. BROS-340Q(4)

Existing Facility: 123-foot timber trestle structure, 24-foot in width, posted for 10 ton load limit and one way traffic.

Adjacent Sections:

N. End. . . 24-foot A.C. surface with no shoulders
S. End. . . 24-foot A.C. surface with no shoulders

Project Data: Work under this project consists of the following:

1) Preliminary engineering all phases including utility preparatory work and archeological salvage.
2) Remove existing structure and construct on existing alignment a 125-foot reinforced concrete slab span bridge 32 feet in width, grade and pave approach roadways and incidental work common to this type of project. Adjust utilities as required.

System Action, Railroads, Water Developments, Historical and Recreational Areas:

None involved

Airports: Olinger Airstrip is located 1 1/2 miles N.E. of the project.

FHPM 4-1-4 Requirements: State Clearinghouse & District 2 A-95 review comments dated October 23, 1979 & October 26, 1979.

FHPM 7-7-2 Requirements: Nonmajor Action concurred in by FHWA September 10, 1979

FHPM 7-7-5 Requirements:

a) Public Hearings. . . Not required under Oregon Action Plan
b) Location/Design. . . Not a factor in the development of this project.

Data for PR 37:

Preliminary engineering.
Archeological Salvage .

Note: 1) This project is in Congressio
2) Included in FY '80 Annual Pro
Projected Federal Fund Obliga
for fiscal 1980 Program.

Bridge Section

ot timber trestle structure, 24-foot in width,
for 10 ton load limit and one way traffic.

. surface with no shoulders
. surface with no shoulders

this project consists of the following:
ring all phases including utility preparatory
cal salvage.
ructure and construct on existing alignment
ed concrete slab span bridge 32 feet in width,
oach roadways and incidental work common to this
djust utilities as required.

Water Developments, Historical and

p is located 1 1/2 miles N.E. of the project.

tate Clearinghouse & District 2 A-95 review
October 23, 1979 & October 26, 1979.

onmajor Action concurred in by FHWA September 10, 1979

ot required under Oregon Action Plan
ot a factor in the development of this project.

Data for PR 37:

Preliminary engineering. . .	$ 29,000
Archeological Salvage . . .	400

Note: 1) This project is in Congressional District No. 1
2) Included in FY '80 Annual Program in table of Projected Federal Fund Obligations and Balances for fiscal 1980 Program.

9267.

L.

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
Room 306, State Library Building
Salem, Oregon 97310, Phone: 378-3732
Toll Free Number - 1-800-452-7813

STATE A-95 REVIEW CONCLUSIONS

APPLICANT: OR DOT HWY DIV

PROJECT TITLE: Dairy Creek Bridge Susbauer Rd

DATE: October 23, 1979

The state has reviewed your project and reached the following conclusions:

NOTED
H.S. COULTER

RECEIVED
STATE HWY ENGR
OCT 25 '79
REFER TO
FOR
Info | Inves | R/D | D/R | Sgn | Act | File ✓

☒ No significant conflict with the plans, policies or programs of state government have been identified and your proposal is endorsed as presented.

☒ Relevant comments of state agencies are attached and should be considered in the final design of your proposal.

☐ Potential conflicts with the plans and programs of the state agency(s) have been satisfactorily resolved. No significant issues remain.

☐ Significant conflicts with the plans, policies or programs of state government have been identified and remain unresolved. The final proposal has been reviewed and the final comments and recommendations of the state are attached.

Attachment

CC: G. L. Green
H. S. Coulter ✓
F. E. Terpin
J. B. Boyd
J. H. Versteeg
Gary Potter
W. J. Hart
Aeronautics Division
B. L. Gifford

NOTICE TO FEDERAL AGENCY

The following is the officially assigned State Identifier Number:

7909

This number should be used on all correspondence and particularly on SF 240 as required by OMB A-98.

cc: Region Engineer: M-1
M-R.N. Bothman
1-E. L. Hardt

District Engineer: 2A
W. W. Geibel

9-24-79

A copy of this notification and attachments, if any, must accompany your application to the federal agency as required by OMB A-95. Comments of the appropriate local reviewing agencies will be submitted to you separately and must also be included.

PNRS #2

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
Room 306, State Library Building
Salem, Oregon 97310, Phone: 378-3732

PNRS STATE REVIEW

Project #: 7909 2 640 Due Date: OCT 19 1979

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have comment and the file will be closed

---

PROGRAM REVIEW AND COMMENT

To State Clearinghouse: We have reviewed the subject Notice and have reached the following conclusions on its relationship to our plans and programs:

( ) It has no adverse effect.

( ) We have no comment.

( ) Effects, although measurable, would be acceptable.

( ) It has adverse effects. (Explain in Remarks Section)

(X) We are interested but require more information to evaluate the proposal. (Explain in Remarks Section)

(X) Please coordinate the implementation of the proposal with us.

( ) Additional comments for project improvement. (Attach if necessary)

REMARKS (Please type or print legibly)

The Oregon Department of Fish and Wildlife has no objection to the funding request by the Oregon Department of Transportation for the replacement of the Dairy Creek Bridge. We will provide specific comments on the project after we have had the opportunity to review the detailed plans for the project.

Any further correspondence on this project should be directed to our district fishery biologist, Jay Massey. He can be contacted at 17330 S.E. Evelyn Street, Clackamas, Oregon 97015, telephone number 657-2041.

Agency Fish & Wildlife By
10/17/79 Environmental Management

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

RECEIVED
SEP 26 1979
STATE SOIL AND WATER
CONSERVATION COMMISSION

Intergovernmental Relations Division
Room 306, State Library Building
Salem, Oregon 97310, Phone: 378-3732

PNRS STATE REVIEW

Project #: 790 Due Date: [illegible]

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have comment and the file will be closed

Washington - Dept. of Transportation

PROGRAM REVIEW AND COMMENT

To State Clearinghouse: We have reviewed the subject Notice and have reached the following conclusions on its relationship to our plans and programs:

( ) It has no adverse effect.

( ) We have no comment.

( ) Effects, although measurable, would be acceptable.

( ) It has adverse effects. (Explain in Remarks Section)

( ) We are interested but require more information to evaluate the proposal. (Explain in Remarks Section)

( ) Please coordinate the implementation of the proposal with us.

(X) Additional comments for project improvement. (Attach if necessary)

REMARKS (Please type or print legibly)

Log jam west side of bridge - be removed
Banks within 100 feet on both sides need slope of 3:1.
Side slope with riprap.
Soil on site has low shear strength. Should not be used for fill.

Agency Soil & Water By

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

RECEIVED
SEP 26 1979
DIVISION OF STATE LANDS

Intergovernmental Relations Division
Room 306, State Library Building
Salem, Oregon 97310, Phone: 378-3732

PNRS STATE REVIEW

Project #: 7909 2 640 Due Date: OCT 19 1979

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have comment and the file will be closed

---

PROGRAM REVIEW AND COMMENT

To State Clearinghouse: We have reviewed the subject Notice and have reached the following conclusions on its relationship to our plans and programs:

☐ It has no adverse effect.

☐ We have no comment.

☐ Effects, although measurable, would be acceptable.

☐ It has adverse effects. (Explain in Remarks Section)

☐ We are interested but require more information to evaluate the proposal. (Explain in Remarks Section)

☐ Please coordinate the implementation of the proposal with us.

☐ Additional comments for project improvement. (Attach if necessary)

REMARKS (Please type or print legibly)

If the project would require the removal, fill or alteration of 50 cubic yards or more of material within the banks of the waterway(s), we urge the applicant to apply for state fill or removal permits well in advance of construction deadlines to prevent unnecessary project delays. Specific information on the need for permits may be obtained from the Division of State Lands' office at 1445 State Street, Salem, OR 97310. Phone 378-3805.

Thank you for the opportunity to comment on this project.

Agency Lands By

9267

October 17, 1979

Washington County Board of Commissioners
Courthouse
Hillsboro, OR 97123

AGR 4

Attention: JoAnn Johansen
Clerk of the Board

MISC. CONTRACTS and
AGREEMENTS No. 7161

Gentlemen:

Attached for your files is a fully executed copy of an agreement concerning replacement of the Christensen Creek (Robinson Road) Bridge in Washington County.

Also attached for your files is a fully executed copy of an agreement concerning replacement of the Dairy Creek (Susbauer Road) Bridge.

We have retained a fully executed copy of each agreement for the Transportation Commission's files.

Sincerely,

C. W. Head
COMMISSION SERVICES

kkr
Attachments
bc: Don Harwell (agreements attached)

9267 (#2) L

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

Sept. 24, 1979

In Reply Refer to
File No.:

NOTED
H. S. COULTER

TO Executive Department
Federal Aid Coordination Unit

Metropolitan Service District
527 S.W. Hall St.
University Center Bldg.
Portland, OR 97201

D E Swan

FROM D. E. Swan
Operation Programming Engineer

SUBJECT Notice of Intent for Federal Aid Funds
State Admin. Dist. No. 2
Section: Dairy Cr. Br. (Susbauer Rd.) Bridge
Highway: Washington County Road, SOSBR-3400(-)
County: Washington

In accordance with Executive Memorandum 02-270-20, attached are copies of the Notices of Intent for the subject project.

Early programming of this project for advance planning in anticipation of future construction is necessary; therefore, your prompt attention to this proposal will be appreciated.

Allowing time for your review, we estimate the date of filing for federal aid funds on this project to be October 24, 1979.

BLG:dmc
Attachments
cc: G. L. Green, FHWA
H. S. Coulter ✓
F. E. Terpin
J. B. Boyd (2)
J. H. Versteeg
Gary Potter
W. J. Hart
Reg. 1 Engr: E. L. Hardt
Dis. 2 Engr: W. W. Geibel
Aeronautics Division
David Powers, Parks
B. L. Gifford
R. N. Bothman, Metro

RECEIVED
STATE HWY ENGR
SEP 24 '79
REFER TO
FOR
Info Inves R/D D/R Sign Act File

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

NOTIFICATION OF INTENT TO APPLY FOR FEDERAL AID

For Internal Use Only | 1-8] PNRS # | Page One

02 12] APPLICANT [45: Department of Transportation | 46] DIVISION [79: Highway

03 12] APPLICANT ADDRESS STREET [45: O'DOT Building | 46] CITY [60: Salem | 76] ZIP [80: 97310

04 12] CONTACT PERSON [45: D. H. Moehring | 46] AREA CODE [48: 503 | 49] PHONE [55: 378 | 56] EXTENSION [59: 6563

01 12] PROJECT TITLE [71: Dairy Creek Bridge (Susbauer Rd.) Bridge

11 12] PROJECT LOCATION—CITY: Washington County Road SOSBR-3400(-) | PROJECT LOCATION—COUNTY: Washington | PROJECT LOCATION SEC: T: R:

SUMMARY PROJECT DESCRIPTION (ATTACH SUPPORTING DOCUMENTS AS NECESSARY—SEE INSTRUCTIONS ON BACK)

05–07 12] [71: Existing timber bridge was built in 1949. Due to its deteriorated condition, the bridge is posted for 10 ton loads only and one-way traffic. The outside 3 feet of bridge has rotted leaving 15 feet of usable deck. Immediate replacement is needed.

08 12] [71

09 12] [71

10 12] [71

12

AMOUNT REQUESTED—FEDERAL FUNDS		NON-FEDERAL MATCHING FUNDS		OTHER	TOTAL
12] (A) Grant [19	20] (B) Other [27	28] (C) State [35	36] (D) Local [43	44] (E) FUNDS [51	52] (F) FUNDS [60
215,280			60,720		276,000

13 12] TYPE OF OTHER FEDERAL FUNDS (See 12B) [45 | 46] TYPE OF OTHER NON-FEDERAL FUNDS (See 12E) [79

14 12] FEDERAL PROGRAM TITLE [71: Title 23 USC Highways

15 12] FEDERAL AGENCY NAME [45: U. S. Department of Transportation | 46] FEDERAL SUB-AGENCY NAME [79: FHWA

17 **(A) TYPE OF APPLICANT:** (Check (X) the single most applicable box)

STATE ☒ 12 | INTER-STATE ☐ 13 | COUNTY ☐ 14 | CITY ☐ 15 | SCHOOL DISTRICT ☐ 16 | SPECIAL DISTRICT ☐ 17 | COMMUNITY ACTION ☐ 18 | SPONSORED ORGANIZATION ☐ 19 | OTHER ☐ 20

(B) TYPE OF ACTION: (Check (X) as many boxes as apply to this action)

NEW GRANT ☒ 21 | CONT. GRANT ☐ 22 | SUPPL'T GRANT ☐ 23 | INCREASE DURATION ☐ 24 | DECREASE DURATION ☐ 25 | CANCELLATION ☐ 26 | INCREASE DOLLARS ☐ 27 | DECREASE DOLLARS ☐ 28

(C) HAS DISTRICT CLEARINGHOUSE BEEN NOTIFIED? Yes ☒ 29 No ☐ 30 Date: Sept. 24, 1979

(D) REVIEW REQUIRED by A-95: Yes ☒ 31 No ☐ 32

(E) ENVIRONMENTAL IMPACT: Yes ☐ 33 No ☒ 34

(F) HOUSING RELOCATION REQUIRED: Yes ☐ 35 No ☒ 36

(G) ESTIMATED APPLICATION FILING DATE: 41] MONTH [42: Oct. | 43] DAY [44: 24 | 45] YEAR [46: 1979

Form PNRS-1 Page 1

ADDITIONAL INFORMATION—ALL APPLICANTS

I. A. Is the project consistent with the city or county comprehensive plan, zoning and subdivision ordinance? No ☐ Yes ☒

I. B. Is the proposal consistent with statewide land use goals? No ☐ Yes ☒

I. C. Is the proposal consistent with state and regional plans? No ☐ Yes ☒

II. Will the project have an impact on a neighboring jurisdiction? No ☒ Yes ☐

If so, is the project consistent with the comprehensive plan for that jurisdiction? No ☐ Yes ☐

III. Explain deviations if any, from pertinent plans.

[illegible]

IV. Federal Catalog number (or Public Law no. and title) 20.205 Highway Planning & Construction

V. Has funding agency been notified? No ☐ Yes ☒ Date: Sept. 24, 1979

VI. If project includes state funds (12C), identify agency

STATE AGENCIES ONLY

VIII. (a) IS PROGRAM BUDGETED ☐ NON-BUDGETED ☐

(b) STATE SHARE

GENERAL FUND CASH	OTHER FUND CASH	IN KIND
$	$	$

(c) FUNDING METHOD

	FEDERAL SHARE		STATE SHARE		TOTAL	
First Year	%	$	%	$	%	$
Second Year	%	$	%	$	%	$
Third Year	%	$	%	$	%	$

(d) WILL PROGRAM REQUIRE HIRING OF NEW STATE EMPLOYEES? No ☐ Yes ☐ Number

(e) Will accounting for this grant be administered by the Executive Dept. Accounting Division? Yes ☐ No ☐

PLEASE ATTACH ANY ADDITIONAL NARRATIVE OR REMARKS

This is a Category 3 Project of Non-Major environmental impact under Oregon's Action Plan.

OREGON STATE HIGHWAY DIVISION
PROJECT ASSESSMENT

SOSBR-3400(-)

PART 1. GENERAL INFORMATION

A. Project Identification:

Date August 16, 1979

Section Dairy Creek Bridge

Unit (if appl)

County Washington County

City

Highway Susbauer Road

State Hwy. No.

Termini: M.P.(if appl) Bridge Construction

Length 300 feet

Region 1

Construction Estimate $276,000
Program Amount

B. Purpose of Project:

Construct new concrete bridge to replace an existing load-restricted timber bridge.

C. Origin & History of Project:

Existing timber bridge was built in 1949. Due to its deteriorated condition, the bridge is posted for 10 ton loads only and one-way traffic. The outside 3 feet of bridge has rotted leaving 15 feet of usable deck. Immediate replacement is needed.

D. General Description of Project:

Replace bridge with concrete bridge 32 feet wide.

Alignment: New ______ Existing X Combined ______

Typical Section: Existing: No. Lanes 2 ; Med. No ; Shldrs. 0' ; Parking No
Proposed: No. Lanes 2 ; Med. No ; Shldrs. 4' ; Parking No

Traffic: Existing Facility: Existing ADT 1,000 ; Projected ADT 2,500 ; Yr. 1990
Existing Level of Service Load Restricted

Proposed Facility: Projected ADT 2,500 ; Yr. 1990
Projected Level of Service A

Right of Way: Additional anticipated Yes ; if yes, give approx. No. Parcels 3
Yes, No

Acres 0.14 ; Type of Relocation Req. None ; No.

Materials Source, Borrow, Waste Disposal Requirements, if any:

Type of Structure(s): Existing-deteriorating timber tressle
New - Precast concrete

Brief Description of River or Stream and Type of Involvement, if any:

Dairy Creek flows west to east under the bridge. High water during the December, 1972 flood was two feet below the stringers, but the road was overtopped north of the bridge.

Local City, County or COG priorities of project:

Washington County's Number 1 priority for off-system bridge replacement.

FHWA and/or OSHD approvals given, if any:

Location or Design Alternatives (identify and describe):

1) No Build - Bridge will be closed to all traffic.
2) Construct 36' wide bridge to provide wider shoulders.

Other Descriptive Information or Comments:

(Attach project sketch map.)

PART II. ENVIRONMENTAL ASSESSMENT

A. Brief Environmental Setting of Project Area:

1. Natural:

The adjacent land uses are agricultural. According to the Corps of Engineers, the 100 year flood elevation is 155 feet above MSL, so this area is designated as flood plain.

The creek is part of the Tualatin River drainage system and supports a steelhead run, a cutthroat trout population, and probably a small coho salmon run. The creek is bordered by Red Alders, black berry and willow.

2. Cultural:

The Washington County Comprehensive Framework Plan designates the project area as rural and natural resource. The route connects the rural areas to the urban for farm to market uses. It is also used as a route to get to the Sunset Highway.

B. Preliminary Assessment of Environmental Impacts:

1. Consequences and Significance of Right-of-Way Acquisition:

A widened bridge and approaches would remove some small and medium-sized alders.

2. Estimated Impact on Traffic Patterns:

Closure of the bridge would require traffic to take a 5 mile detour. The new structure would allow truck traffic that is now having to by-pass to use this route (10 ton load limit on bridge). Susbauer Road is functionally classified as a county collector.

Consequences--Air Quality, Noise, Safety, etc.:

No negative impact.

3. Estimated Impact on Land Use:

Area is designated rural and natural resource.

Consequences:

No change

4. Expected Impact on Natural Ecological Resources:

None

Consequences:

No change

5. Expected Impact on Cultural and Scenic Resources:

Replacement of the structure will improve access to the local residents and allow more direct farm to market activities.

Consequences:

Positive impact

6. **Preliminary Identification of Areas of Critical Concern:**
Washington County will file flood plain alteration as required by ordinance.

7. **Potential for Controversial Issues:**

None foreseen

8. **Potential for Consistency of Proposal With:**

a. Clean Air Implementation Plans Consistent
Removes one-way restriction on bridge to allow free movement of traffic.

b. Noise Standards
No change
A noise study would be required.

c. Water Quality Standards
Removes timber piling from creek channel to allow freer flow.

d. Area Land Use and Transportation Plans, and Zoning

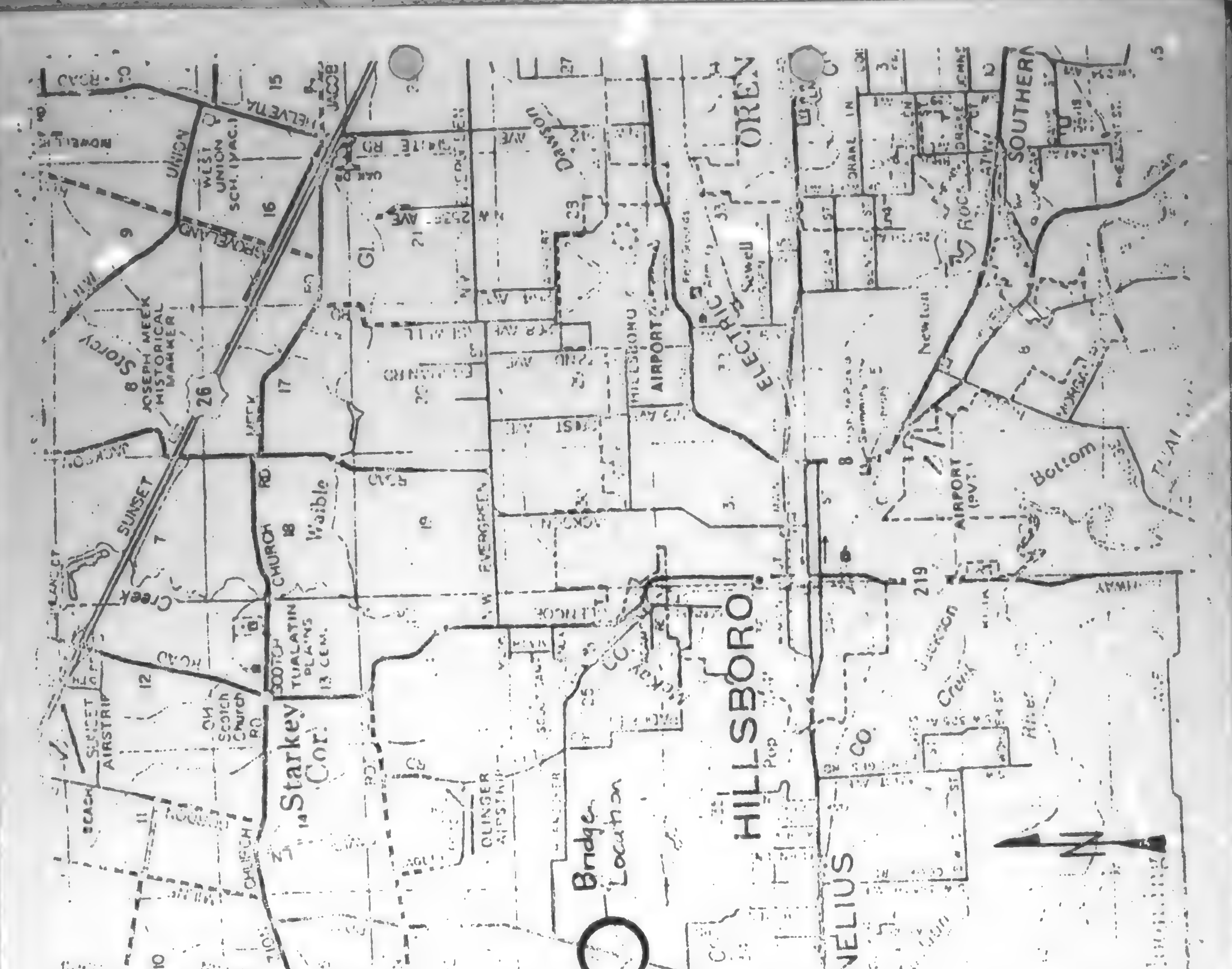
Consistent Washington County and local zoning plans.

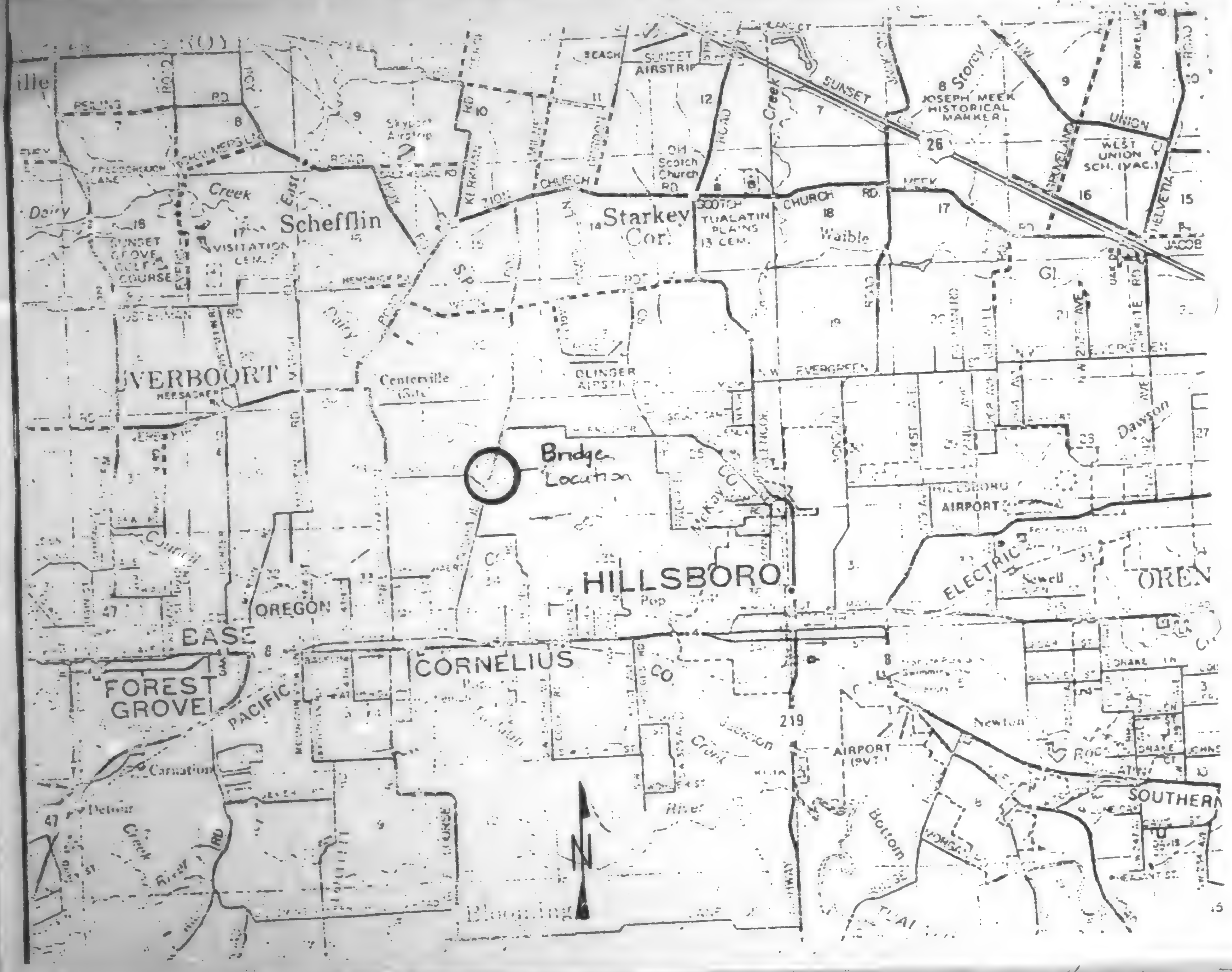
C. Recommended Type of Action and Documentation:

-------------MAJOR ACTION-----------------		----NON-MAJOR ACTION-----
SIGNIFICANT:	NON-SIGNIFICANT:	
____ D & FEIS	____ D & F Neg.Dec.	X ASSESSMENT ONLY
____ Section 4(f)	____ Section 4(f)	____ STATEWIDE ASSESSMENT

Basis for Type of Action and Documentation:
Because there would be only a limited and temporary impact on the human environment it is recommended that this project be classified Assessment Only

D. Recommended Project Category: ____ 1 ____ 2 X 3 ____ 4


Bridge Location
HILLSBORO
CORNELIUS
FOREST GROVE
Starkey Cor.
Scheffiin
Centerville
SUNSET
26
JOSEPH MEEK HISTORICAL MARKER
Storey
WEST UNION SCH. (VAC.)
UNION
CHURCH RD
Waible
TUALATIN PLAINS
SCOTCH
Old Scotch Church RD
SUNSET AIRSTRIP
OLINGER AIRSTRIP
HILLSBORO AIRPORT
ELECTRIC
Sewell
Dawson
Newton
AIRPORT
Bottom
219
Jackson Creek
Dairy Creek
OREGON
PACIFIC
SOUTHERN
EAST
VERBOORT
Creek
S.P.
47
8


Bridge Location
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CORNELIUS
FOREST GROVE
EAST
OREGON
PACIFIC
ELECTRIC
SOUTHERN
VERBOORT
Scheffllin
Starkey Cor.
Centerville
OLINGER AIRSTRIP
SUNSET AIRSTRIP
Skyport Airstrip
SUNSET GROVE GOLF COURSE
VISITATION CEM.
TUALATIN PLAINS CEM.
JOSEPH MEEK HISTORICAL MARKER
WEST UNION SCH.
HILLSBORO AIRPORT
AIRPORT (PVT)
SUNSET
26
219
47
8
Dairy Creek
Waible
Storey
Dawson
Sewell
Newton
Carnation
Dilley
UNION
HELVETIA
JACOB
EVERGREEN
CHURCH RD
ZION CHURCH
KERKMAN RD
MILNE
BEACH
Bottom
N

9267

OREGON STATE HIGHWAY DIVISION
PROJECT ASSESSMENT

PART 1. GENERAL INFORMATION

A. Project Identification:

	Date August 16, 1979
Section Dairy Creek Bridge	Unit (if appl)
County Washington County	City
Highway Susbauer Road	State Hwy. No.
Termini: M.P.(if appl) Bridge Construction	Length 300 feet
Region 1	Construction Estimate $276,000 Program Amount

B. Purpose of Project:

Construct new concrete bridge to replace an existing load-restricted timber bridge.

C. Origin & History of Project:

Existing timber bridge was built in 1949. Due to its deteriorated condition, the bridge is posted for 10 ton loads only and one-way traffic. The outside 3 feet of bridge has rotted leaving 15 feet of usable deck. Immediate replacement is needed.

D. General Description of Project:

Replace bridge with concrete bridge 32 feet wide.

AASHTO Min
40' if design speed 50 or more
28' " " " under 50 mph

36' on next page ?
40' AASHTO Min ?

Alignment: New ______ Existing X Combined ______

Typical Section: Existing: No. Lanes 2 ; Med. No ; Shldrs. 0' ; Parking No

Proposed: No. Lanes 2 ; Med. No ; Shldrs. 4' ; Parking No

Traffic: Existing Facility: Existing ADT 1,000 ; Projected ADT 2,500 ; Yr. 1990

Existing Level of Service Load Restricted

Proposed Facility: Projected ADT 2,500 ; Yr. 1990

Projected Level of Service A

Right of Way: Additional anticipated Yes (Yes, No); if yes, give approx. No. Parcels 3

Acres 0.14 ; Type of Relocation Req. None ; No. ____

Materials Source, Borrow, Waste Disposal Requirements, if any:

Type of Structure(s): Existing-deteriorating timber tressle
New - Precast concrete

Brief Description of River or Stream and Type of Involvement, if any:

Dairy Creek flows west to east under the bridge. High water during the December, 1972 flood was two feet below the stringers, but the road was overtopped north of the bridge.

Local City, County or COG priorities of project:

Washington County's Number 1 priority for off-system bridge replacement.

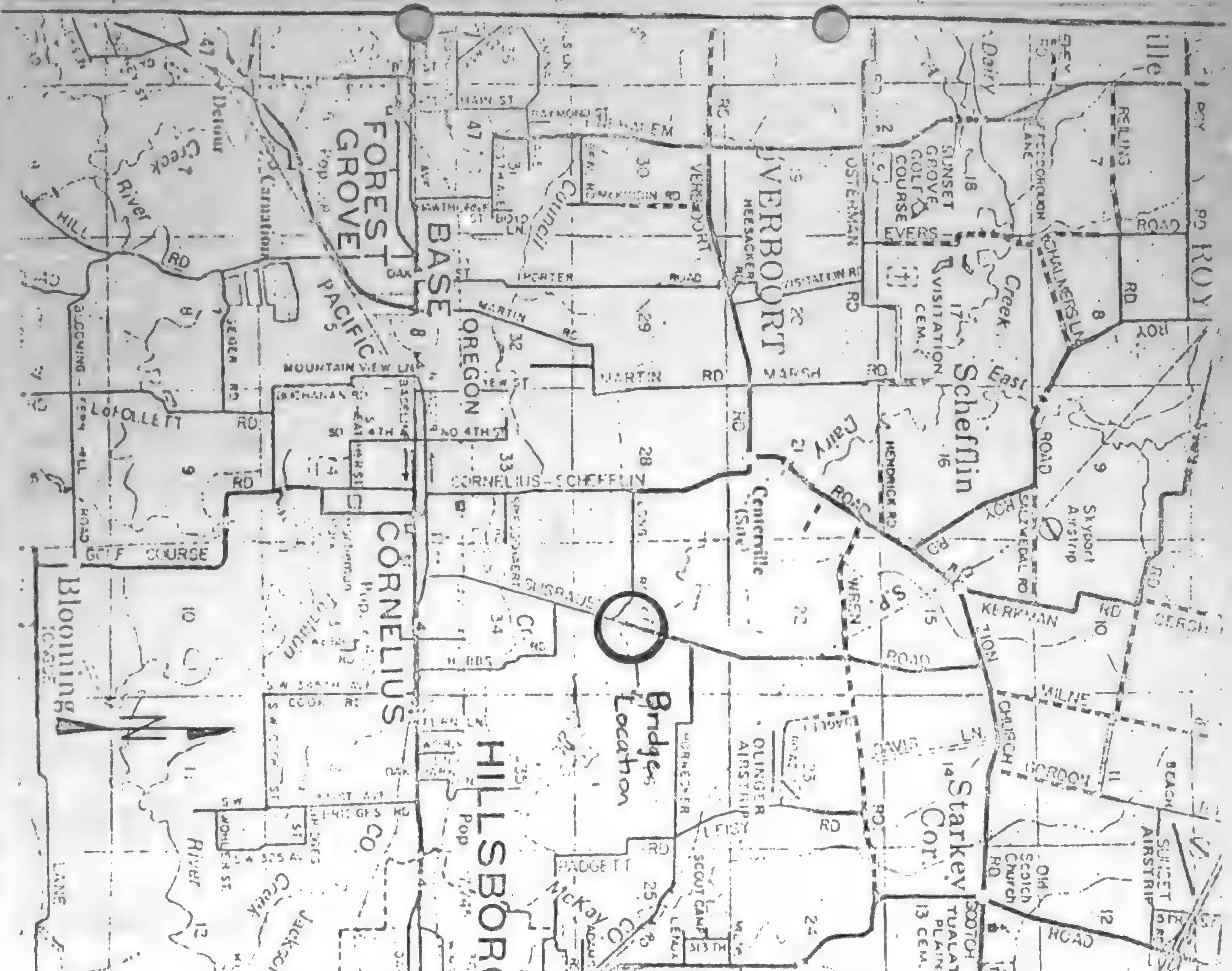
FHWA and/or OSHD approvals given, if any:

Location or Design Alternatives (identify and describe):

1) No Build - Bridge will be closed to all traffic.
2) Construct 36' wide bridge to provide wider shoulders.

Other Descriptive Information or Comments:

(Attach project sketch map.)


FOREST GROVE
BASE
CORNELIUS
HILLSBORO
VERBOORT
Scheffiin
Starkey Cor.
ROY
ORENCO
Blooming
CORNELIUS - SCHEFFLIN
MARTIN RD
MOUNTAIN VIEW LN
LaFOLLETT RD
GOLF COURSE
GLENCOE
HIGHWAY 219
JACKSON
EVERGREEN
ELECTRIC
HILLSBORO AIRPORT
AIRPORT (PVT)
SOUTHERN
PACIFIC
OREGON
SUNSET GOLF COURSE
VISITATION CEM.
OLINGER AIRSTRIP
SKYPORT AIRSTRIP
SUNSET AIRSTRIP
TUALATIN PLAINS CEM.
WEST UNION SCH.
JOSEPH MEEK HISTORICAL MARKER
HELVETIA
KERKMAN RD
MILNE
GORDON
DAVIS LN
SCOTCH CHURCH RD
WAIBLE
ROAD
Dairy Creek
McKay Cr.
Dawson Creek
Storey
26
SUNSET
47
Bridge Location

PART II. ENVIRONMENTAL ASSESSMENT

A. Brief Environmental Setting of Project Area:

1. Natural:

The adjacent land uses are agricultural. According to the Corps of Engineers, the 100 year flood elevation is 155 feet above MSL, so this area is designated as flood plain.

The creek is part of the Tualatin River drainage system and supports a steelhead run, a cutthroat trout population, and probably a small coho salmon run. The creek is bordered by Red Alders, black berry and willow.

2. Cultural:

The Washington County Comprehensive Framework Plan designates the project area as rural and natural resource. The route connects the rural areas to the urban for farm to market uses. It is also used as a route to get to the Sunset Highway.

B. Preliminary Assessment of Environmental Impacts:

1. Consequences and Significance of Right-of-Way Acquisition:

   A widened bridge and approaches would remove some small and medium-sized alders.

2. Estimated Impact on Traffic Patterns:

   Closure of the bridge would require traffic to take a 5 mile detour. The new structure would allow truck traffic that is now having to by-pass to use this route (10 ton load limit on bridge). Susbauer Road is functionally classified as a county collector.

   Consequences--Air Quality, Noise, Safety, etc.:

   No negative impact.

3. Estimated Impact on Land Use:

   Area is designated rural and natural resource.

   Consequences:

   No change

4. Expected Impact on Natural Ecological Resources:

   None

   Consequences:

   No change

5. Expected Impact on Cultural and Scenic Resources:

   Replacement of the structure will improve access to the local residents and allow more direct farm to market activities.

   Consequences:

   Positive impact

6. Preliminary Identification of Areas of Critical Concern:
Washington County will file flood plain alteration as required by ordinance.

7. Potential for Controversial Issues:

None foreseen

8. Potential for Consistency of Proposal With:

a. Clean Air Implementation Plans Consistent
Removes one-way restriction on bridge to allow free movement of traffic.

b. Noise Standards
No change
A noise study would be required.

c. Water Quality Standards
Removes timber piling from creek channel to allow freer flow.

d. Area Land Use and Transportation Plans, and Zoning

Consistent Washington County and local zoning plans.

C. Recommended Type of Action and Documentation:

-------------MAJOR ACTION-----------------		----NON-MAJOR ACTION-----
SIGNIFICANT:	NON-SIGNIFICANT:	
____ D & FEIS	____ D & F Neg.Dec.	X ASSESSMENT ONLY
____ Section 4(f)	____ Section 4(f)	____ STATEWIDE ASSESSMENT

Basis for Type of Action and Documentation:
Because there would be only a limited and temporary impact on the human environment it is recommended that this project be classified Assessment Only

TSL

D. Recommended Project Category: ____ 1 ____ 2 X 3 ____ 4

92167

2.

STATE OF OREGON **INTEROFFICE MEMO**

TO: H. S. Coulter
State Highway Engineer

DATE: July 27, 1979

FROM: D. E. Swan
Operation Programming Engineer

SUBJECT: Proposed Special Highway Bridge Replacement Project

Washington County is requesting a $232,000 project for preliminary engineering and construction of a 125-foot concrete slab bridge and approaches over Dairy Creek on Susbaur Road. The project will develop the environmental statement and provide plans and contract documents for replacement of the existing timber structure. The State will perform the preliminary and construction engineering work. The 20 percent local match will be provided by Washington County. In Summary:

Jurisdiction	Section	Total Est. Cost	Federal Funds	County Share
Washington Co.	Susbaur Rd. (Dairy Creek) Bridge	$232,000	$185,600	$46,400

Metro Region and this office investigated the proposed project confirming its validity and financing utilizing Special Highway Bridge Replacement funds.

I recommend your approval and request you authorize this project under delegated authority.

7-31
Orig. to Berg
Swan for review

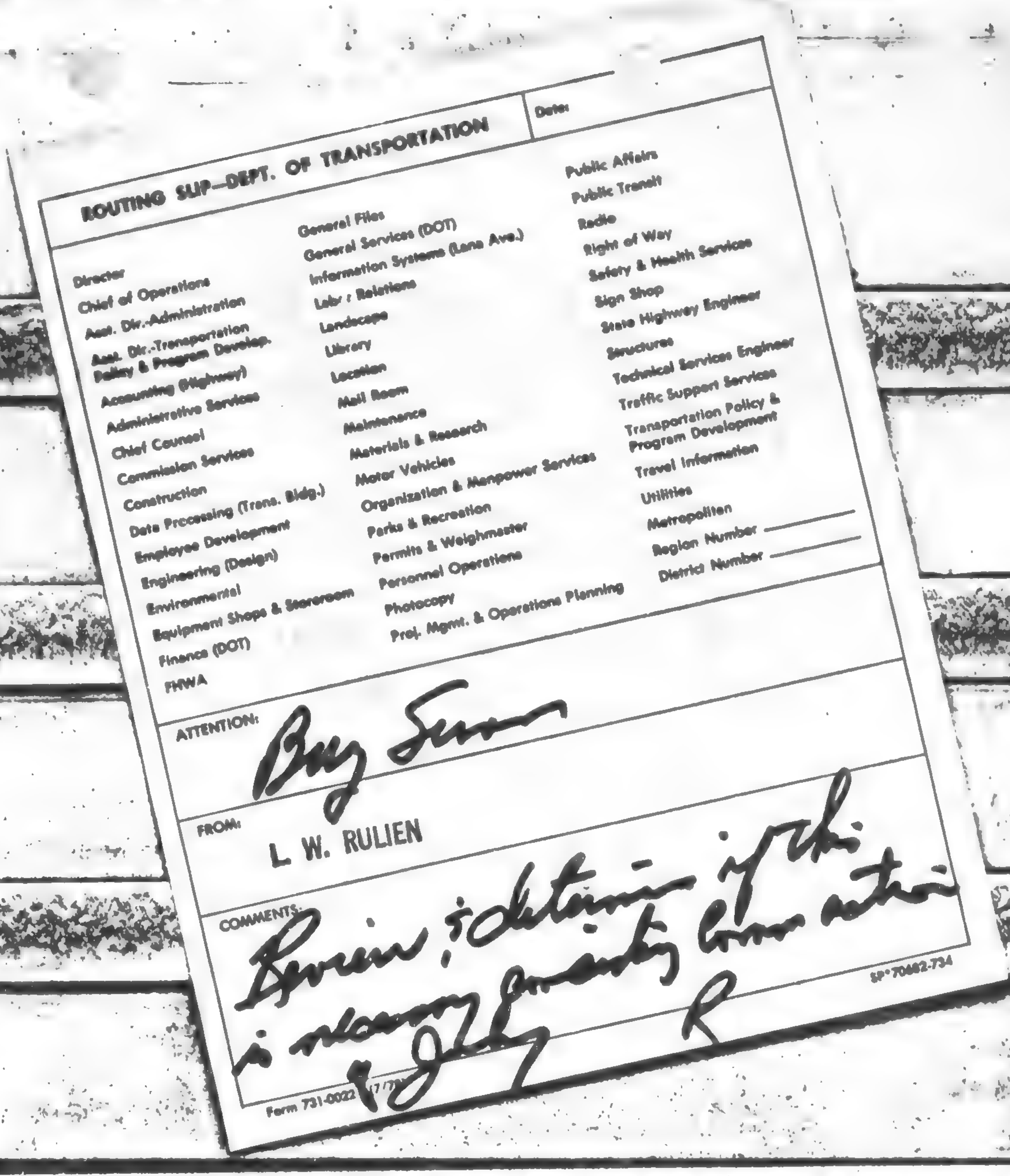
APPROVED BY:

State Highway Engineer

Date ______________________

FFH:pf
Attachment

1-125-1307



ROUTING SLIP—DEPT. OF TRANSPORTATION

Date:

Director
Chief of Operations
Asst. Dir.-Administration
Asst. Dir.-Transportation Policy & Program Develop.
Accounting (Highway)
Administrative Services
Chief Counsel
Commission Services
Construction
Data Processing (Trans. Bldg.)
Employee Development
Engineering (Design)
Environmental
Equipment Shops & Storeroom
Finance (DOT)
FHWA

General Files
General Services (DOT)
Information Systems (Lana Ave.)
Labor Relations
Landscape
Library
Location
Mail Room
Maintenance
Materials & Research
Motor Vehicles
Organization & Manpower Services
Parks & Recreation
Permits & Weighmaster
Personnel Operations
Photocopy
Proj. Mgmt. & Operations Planning

Public Affairs
Public Transit
Radio
Right of Way
Safety & Health Services
Sign Shop
State Highway Engineer
Structures
Technical Services Engineer
Traffic Support Services
Transportation Policy & Program Development
Travel Information
Utilities
Metropolitan
Region Number ______
District Number ______

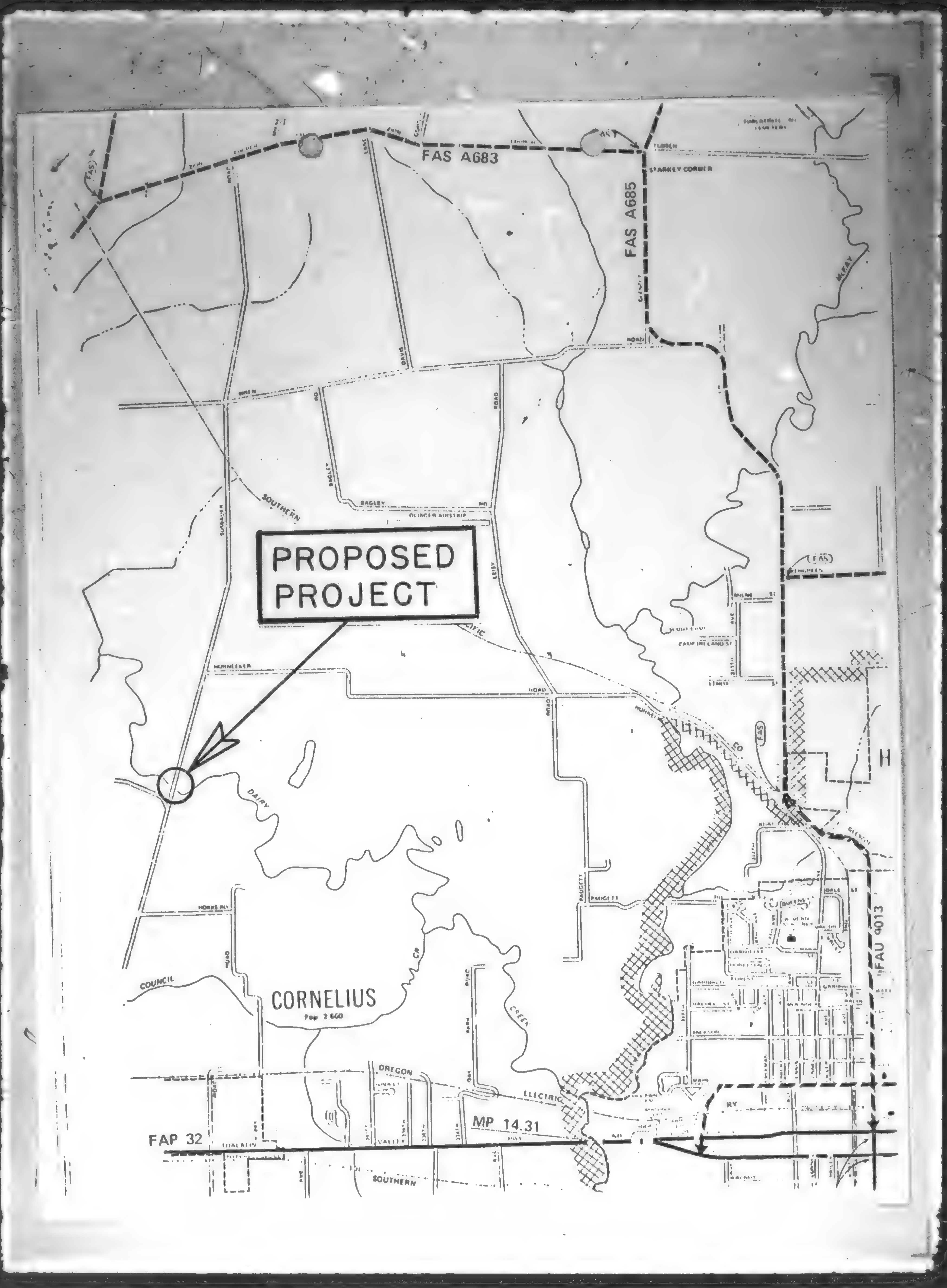
ATTENTION: [illegible]

FROM: L. W. RULIEN

COMMENTS: Review & determine if this is necessary [illegible] action [illegible] R

SP*70462-734

Form 731-0022 [illegible]


FAS A683
FAS
STARKEY CORNER
FAS A685
McKAY
WREN
DAVIS
ROAD
BAGLEY
BAGLEY RD
OLINGER AIRSTRIP
LEISY
SOUTHERN
PROPOSED PROJECT
PACIFIC
FAS
ROAD
DAIRY
CO
FAS
H
HOBBS RD
PAUGETT
FAU 9013
CR
COUNCIL
CORNELIUS
Pop 2,660
CREEK
OREGON
ELECTRIC
MP 14.31
FAP 32
TUALATIN
VALLEY
SOUTHERN

9267

STATE OF OREGON

METRO TECHNICAL SERVICES 238-8231
DEPT. TELEPHONE

INTEROFFICE MEMO

TO: D.H. MOEHRING Attn: G.W. Wimer
Ass't State Highway Engineer

DATE: February 28, 1979

FROM: MAX J. KLOTZ
Metro Technical Services Engineer

SUBJECT: Susbauer Road Bridge #13082
Susbauer Road
Washington County
Metro Planning File 79-17

To TERPIN
7-23-79

Here is our programming packet for the subject project. Included are a project information sheet, authority for survey, federal aid project request, and an environmental assessment. Also included is an agreement information sheet for your agreement writer.

This is an SBR Off-System project. The project location is outside the MSD urban area, therefore inclusion in the MSD TIP is not a requirement for this project.

This project is eligible for free county bridge design as specified by ORS 369.210. Accordingly, our authority for survey shows no funds allocated for Function 906.

Please program funds for this project when possible.

js

cc: F.E. Terpin
Metro Tech. Svs. (8)

7-23-79
cc Program Packet
to Swan

Form E-39 (Rev. 9-71)

9267

OREGON STATE HIGHWAY DIVISIO

Planning File No. 79-17

AUTHORITY FOR SURVEY

Section SUSBAUER ROAD BRIDGE #13082

Date February 27, 1979

Highway Susbauer Road

Authorization No. 1

County Washington County

Survey Prefix (Assigned by Salem office)

Description of termini, route, length, etc.: Bridge is located over Dairy Creek on Susbauer Road approximately 1.3 miles north of T-V Highway and City of Cornelius

Proposed: Construct new concrete slab bridge and approaches. 32' wide and 125' long.

Purpose of Survey: State to perform field survey and prepare plans, specifications and estimate.

Free county bridge design applies to this project as specified by ORS 369.210.

Funding: HBR Off-system
Category: 3 NM

		Estimate of Cost
Field Survey	(901)	13,000
Citizen Participation	(902)	
City of County	(903)	
Consultant	(904)	
Final Design	(905)	2,000
Bridge Design	(906)	
Preliminary Design	(907)	
R/W Description	(909)	
Soils & Geology	(910)	200
Traffic	(911)	
Landscape	(912)	
Liaison R/W	(913)	
Utility	(914)	100
Photogrammetry	(916)	
Location Studies	(918)	
Engr. Graphics	(919)	
Office Engineer	(920)	
Specifications	(921)	700
Environmental	(923)	
Air Quality Monitoring	(925)	
Foundation Exploration	(926)	5,000
Seminars	(950)	
Hearings	(980)	
Equal Opportunity	(985)	
Advisory Committees	(986)	

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

Total estimated cost of survey . . . . . . $ 21,000

Previous authorization . . . .

Additional authorization requested . . . .

Additional authorization approved (Salem) .

Total all authorizations approved (Salem) . .

Requests made by:

R.T. EWEN, Metro Location Engineer

Recommended for Approval:

Regional Engineer

M. J. KLOTZ, Metro Technical Services Engineer

Recommended for Approval:

Location Engineer

Approved:

Assistant State Highway Engineer

SP*23604-734

9267

PROJECT INFORMATION SHEET
(to be submitted with the project request)

Section Susbauer Road Bridge #13082 Date 2-27-79

Highway Susbauer Road County Washington

Existing Facility

Access control? None parking restrictions? Partial

Airport within 2 miles? Yes name Olinger Airstrip (Private)

Water development in the area? None involved

Recreation areas None involved

Historical areas None involved

Roadway: no. lanes 2 paved shoulders? No

pavement width 24'

Structures: MP description

400' north of Long Rd. Timber trestle, 24' wide x 123' long

Signals: location none

Descriptions of adjacent sections

North end: 2 travel lanes, 24' width of pavement, no shoulders.

South end: 2 travel lanes, 24' width of pavement, no shoulders

Railroad crossings

Name of railroad None no. of tracks

Number of trains no. of hi-speed trains

Present protection

Proposed protection

Railroad benefits

(DCB0001)

Form [illegible] (Rev. 9-71)
9267

Planning File No. 79-17

OREGON STATE HIGHWAY DIVISION

AUTHORITY FOR SURVEY

Section ~~SUSBAUER ROAD BRIDGE #13082~~ Dairy Creek (Sausbauer Rd) Bridge No 13082

February 27, 19 79

Highway Susbauer Road (05)

Authorization No. 1

County Washington County

Survey Prefix 234-1903 (Assigned by Salem office)

Description of termini, route, length, etc.: Bridge is located over Dairy Creek on Susbauer Road approximately 1.3 miles north of T-V Highway and City of Cornelius

Proposed: Construct new concrete slab bridge and approaches. 32' wide and 125' long.

Purpose of Survey: State to perform field survey and prepare plans, specifications and estimate.

Free county bridge design applies to this project as specified by ORS 369.210.

BROS-3400(4)
1-18-80

Funding: HBR Off-system
Category: 3 NM

		Estimate of Cost
Field Survey	(901)	13,000
Citizen Participation	(902)	
City of County	(903)	
Consultant	(904)	
Final Design	(905)	2,000
Free Bridge Design	(927) ~~(906)~~	7,000
Preliminary Design	(907)	
R/W Description	(909)	
Soils & Geology	(910)	200
Traffic	(911)	
Landscape	(912)	
Liaison R/W	(913)	
Utility	(914)	100
Photogrammetry	(916)	
Location Studies	(918)	1000
Engr. Graphics	(919)	
Office Engineer	(920)	200
Specifications	(921)	700
Environmental	(923)	
Air Quality Monitoring	(925)	
Foundation Exploration	(926)	5,000
Seminars	(950)	
Hearings	(980)	
Equal Opportunity	(985)	
Advisory Committees	(986)	
Adm. Serv. (Eng.)	(922)	200

OTC Approved 7/79

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

Total estimated cost of survey	29,400 $ ~~21,000~~
Previous authorization	
Additional authorization requested	
Additional authorization approved (Salem)	
Total all authorizations approved (Salem)	

Requests made by:
R.T. EWEN, Metro Location Engineer

Recommended for Approval:
Regional Engineer
M. J. KLOTZ, Metro Technical Services Engineer

SP*23604-734

Recommended for Approval:
Frank E.
Location Engineer

Approved:
Assistant State Highway Engineer

RECEIVED
OCT 30 1979
LOCATION H

9267

OREGON STATE HIGHWAY DIVISION
PROJECT ASSESSMENT

PART 1. GENERAL INFORMATION

A. Project Identification:

Date February 20, 1979

Section Susbauer Road Bridge (Dairy Creek)

Unit (if appl)

County Washington County

City

Highway Susbauer Road

State Hwy. No.

Termini: M.P.(if appl) Bridge Construction

Length 300 feet

Region 1

Construction Estimate ~~$155,000~~ $211,000
Program Amount

B. Purpose of Project:

Construct new concrete bridge to replace an existing load-restricted timber bridge.

C. Origin & History of Project:

Existing timber bridge was built in 1949. Due to its deteriorated condition, the bridge is posted for 10 ton loads only and one-way traffic. The outside 3 feet of bridge has rotted leaving 15 feet of usable deck. Immediate replacement is needed.

D. General Description of Project:

Replace bridge with concrete bridge 32 feet wide.

Alignment: New ______ Existing X Combined ______

Typical Section: Existing: No. Lanes 2 ; Med. No ; Shldrs. 0' ; Parking No

Proposed: No. Lanes 2 ; Med. No ; Shldrs. 4' ; Parking No

Traffic: Existing Facility: Existing ADT 1,000 ; Projected ADT 2,500 ; Yr. 1990

Existing Level of Service Load Restricted

Proposed Facility: Projected ADT 2,500 ; Yr. 1990

Projected Level of Service A

734-3953 (10-75)

Right of Way: Additional anticipated Yes (Yes, No); if yes, give approx. No. Parcels 3

Acres 0.14; Type of Relocation Req. None; No. ______

Materials Source, Borrow, Waste Disposal Requirements, if any:

Type of Structure(s): Existing-deteriorating timber tressle
New - Precast concrete

Brief Description of River or Stream and Type of Involvement, if any:

Dairy Creek flows west to east under the bridge. High water during the December, 1972 flood was two feet below the stringers, but the road was overtopped north of the bridge.

Local City, County or COG priorities of project:

Washington County's Number 1 priority for off-system bridge replacement.

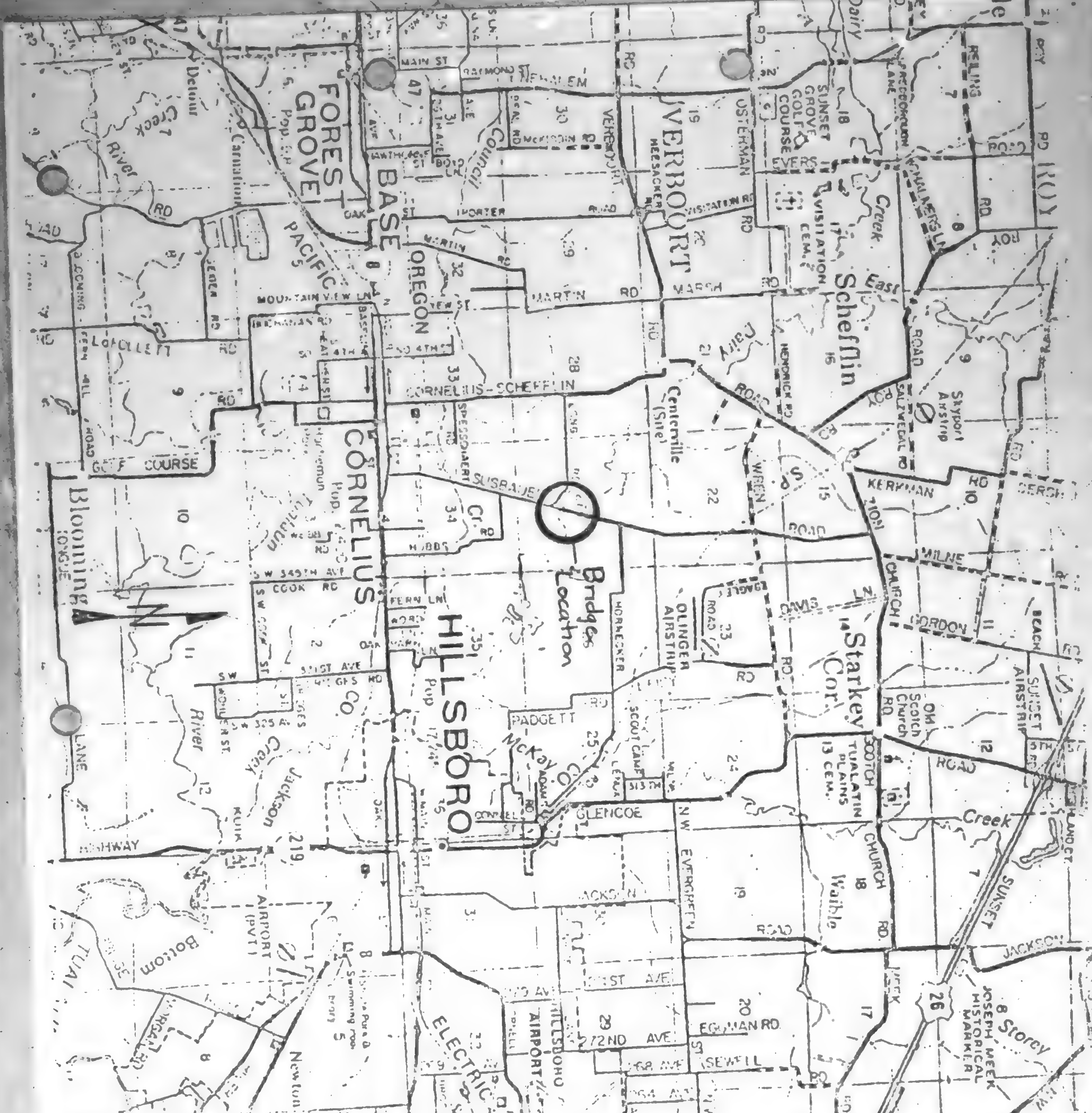
FHWA and/or OSHD approvals given, if any:

Location or Design Alternatives (identify and describe):

1) No Build - Bridge will be closed to all traffic.
2) Construct 36' wide bridge to provide wider shoulders.

Other Descriptive Information or Comments:

(Attach project sketch map.)


FOREST GROVE
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VERBOORT
Scheffin
Starkey Cor.
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ROY
GLENCOE
Blooming
OREGON
PACIFIC
ELECTRIC
SOUTHERN
Reed
NEHALEM
CORNELIUS-SCHEFFLIN
SUSBAUER
HOBBS
PADGETT
JACKSON
EVERGREEN
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River
Jackson
Bottom
Dawson
Waible
Storey
Centerville (Site)
Olinger Airstrip
Skyport Airstrip
Sunset Airstrip
Tualatin Plains
Joseph Meek Historical Marker
West Union Sch. (Vac.)
Sunset Grove Golf Course
Visitation Cem.
KERKMAN
MILNE
GORDON
DAVIS LN.
GROVELAND
HIGHWAY
GOLF COURSE

Bridge Location

PART II. ENVIRONMENTAL ASSESSMENT

A. Brief Environmental Setting of Project Area:

1. Natural:

The adjacent land uses are agricultural. According to the Corps of Engineers, the 100 year flood elevation is 155 feet above MSL, so this area is designated as flood plain.

The creek is part of the Tualatin River drainage system and supports a steelhead run, a cutthroat trout population, and probably a small coho salmon run. The creek is bordered by Red Alders, black berry and willow.

2. Cultural:

The Washington County Comprehensive Framework Plan designates the project area as rural and natural resource. The route connects the rural areas to the urban for farm to market uses. It is also used as a route to get to the Sunset Highway.

B. Preliminary Assessment of Environmental Impacts:

1. Consequences and Significance of Right-of-Way Acquisition:

A widened bridge and approaches would remove some small and medium-sized alders.

2. Estimated Impact on Traffic Patterns:

Closure of the bridge would require traffic to take a 5 mile detour. The new structure would allow truck traffic that is now having to by-pass to use this route (10 ton load limit on bridge). Susbauer Road is functionally classified as a county collector.

Consequences--Air Quality, Noise, Safety, etc.:

No negative impact.

3. Estimated Impact on Land Use:

Area is designated rural and natural resource.

Consequences:

No change

4. Expected Impact on Natural Ecological Resources:

None

Consequences:

No change

5. Expected Impact on Cultural and Scenic Resources:

Replacement of the structure will improve access to the local residents and allow more direct farm to market activities.

Consequences:

Positive impact

6. **Preliminary Identification of Areas of Critical Concern:**
Washington County will file flood plain alteration as required by ordinance.

7. **Potential for Controversial Issues:**

None foreseen

8. **Potential for Consistency of Proposal With:**

a. Clean Air Implementation Plans Consistent
Removes one-way restriction on bridge to allow free movement of traffic.

b. Noise Standards
No change
A noise study would be required.

c. Water Quality Standards
Removes timber piling from creek channel to allow freer flow.

d. Area Land Use and Transportation Plans, and Zoning

Consistent Washington County and local zoning plans.

C. Recommended Type of Action and Documentation:

-------------MAJOR ACTION-------------		----NON-MAJOR ACTION-----
SIGNIFICANT:	NON-SIGNIFICANT:	
____ D & FEIS	____ D & F Neg.Dec.	X ASSESSMENT ONLY
____ Section 4(f)	____ Section 4(f)	____ STATEWIDE ASSESSMENT

Basis for Type of Action and Documentation:
Because there would be only a limited and temporary impact on the human environment it is recommended that this project be classified Assessment Only

TSL

D. Recommended Project Category: ____ 1 ____ 2 X 3 ____ 4

9267

Susbauer Road Bridge
File # 79-17

WASHINGTON COUNTY
ADMINISTRATION BUILDING — 150 N. FIRST AVENUE
HILLSBORO, OREGON 97123

BOARD OF COMMISSIONERS
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DEPT. OF PUBLIC WORKS
JOHN F. CROCKETT, Director
ROOM 201
[redacted]

January 5, 1979

MA PDM PDE TSE SPC
ODOT - METRO
JAN 08 1979
AM PPS
FILE T/A

Jon Rose
Federal Aid Engineer
Oregon Department of Transportation
5821 N.E. Glisan
Portland, Oregon 97213

Re: HBR Off-System Bridge Requests

Dear Jon:

Enclosed are four Federal Aid Project Requests and Assessments for off-system bridges in Washington County. Although the State has not established a priority list as yet, these bridges are on the computer inventory and are all in very poor condition. All four could go to construction this summer.

For expediency, I requested all the engineering be done by the state. If this is a problem, we can design some ourselves, and then have the state contract them. Which route to use should be based on getting the bridges to construction at the earliest possible date. If you have any questions, please call me.

Sincerely,

Mike Borresen

Mike Borresen, P.E.
Project Development Engineer

MB:ja
Enclosures

9267

FEDERAL AID PROJECT REQUEST

Date January 3, 1979

Applicant Agency Washington County

Request for: Off-System ____, FAS-C ____, FAUS ____ Project HBR Off System x

Federal Aid Route No. ____ Route Name Susbauer Rd.

Project Name Susbauer Rd. Bridge (Dairy Creek)

Project Length 300 feet Project Location (Attach sketch map)

Project Description Construct new pre-cast concrete slab bridge to replace the existing timber structure.

Average Daily Traffic 1000 Design Speed 55 MPH

Complete Applicable Sections:

I. ROADWAY DATA

1. Existing Roadway: (Attach sketch)

Width 24 Travel Lanes 2 Shoulders None

Medians No Parking No

Sidewalks None

Remarks ____

2. Desired Roadway Cross Section: (Attach sketch)

Width 32 Travel Lanes 2 Shoulders 4' each side

Medians No Parking No

Curbed No Length Curb Radii ____

Sidewalk/Bikeway No

Remarks ____

II. RIGHT-OF-WAY DATA

1. Existing Right-of-Way:

General Width 40' Minimum 40' Maximum 40'

2. Has right-of-way been acquired for this project subsequent to January 2, 1971?
Yes ____ No X

3. Will additional right-of-way be needed? Yes X No ____
If answer is "yes," will cost of right-of-way be subject to Federal reimbursement? Yes ____ No X

Remarks ____

III. TRAFFIC CONTROL DATA

1. Existing Signalization and Location: N/A

2. **Proposed Signalization:** N/A

Location

Type

Phases

Type of Suspension

Interconnected

Remarks

3. **Permanent Signing:**

Include in project or by applicant? Applicant

4. **Permanent Striping:**

Include in project or by applicant? Applicant

IV. ILLUMINATION DATA N/A

1. **Existing Illumination and Location:**

2. **Proposed Illumination:**

Location

Type

Remarks

V. STRUCTURE DATA

1. **Existing Structure:**

Location 400' north of Long Road over Dairy Creek

Type Timber trestle

Approach Roadway Width 24' Shoulder Width 0'

Length 123' Width 20'

To remain in place? No

2. **Proposed Structure:**

Location Same as above

Approximate Size: Length 125' Width 32'

Are sidewalk/bikeways desired? No

Are any utilities to be attached to structure? No

Are provisions for illumination desired? No

Are there any unusual or complicating conditions? No

Remarks According to the Corps of Engineers, the 100 year discharge is 14,800 cfs at the confluence of the east/west forks of Dairy Creek, and 15,300 cfs above Council Creek. This bridge is located between these two locations.

VI. RAILROAD DATA

1. Are there any railroad crossings? Yes_____ No X

Name of Railroad_____

Existing Crossing Protection_____

2. Will existing railroad crossing be altered?_____

Remarks_____

VII. ACTION PLAN REQUIREMENTS

During project development for Category 1, 2, and 3 projects, the city or county shall perform and document responsibilities as found indexed in the Oregon Action Plan, particularly Citizen Involvement and Participation; Environmental Aspects; and Public Hearing Requirements.

The OSHD Region Engineer will provide assistance, liaison and monitoring for these activities.

Responsible local office and party to be contacted for the following activities:

1. Citizen Involvement John Crockett, Director of Public Works, Washington Co.
Office
2. Environmental " " " " " " " "
Office
3. Public Hearing John Crockett, " " " " " "
Office

Remarks_____

VIII. GENERAL INFORMATION

1. Project preliminary engineering to be performed by:

Applicant_____ State X Consultant_____

2. Project construction engineering to be performed by:

Applicant________ State X Consultant________

3. Will applicant perform any work prior to or after award of contract?

Yes X No________

If "yes," describe briefly: Obtain needed right-of-way

4. Applicant's estimate of cost for requested project:

Roadway Work	$ 15,000
Right-of-way costs (if participating)	
Traffic control	
Illumination	
Structures	~~140,000~~ 196,000
Railroad	
Other________	
Preliminary engineering	~~16,000~~ 21,000
PROJECT TOTAL	$ ~~171,000~~ 232,000 *

Remarks * Estimate revised upward as per conversation with Mike Borresen on 2-6-79. E.C. Meuli

THIS APPLICATION IS AN OFFICIAL REQUEST FROM:

CITY OF ________ and/or Washington COUNTY

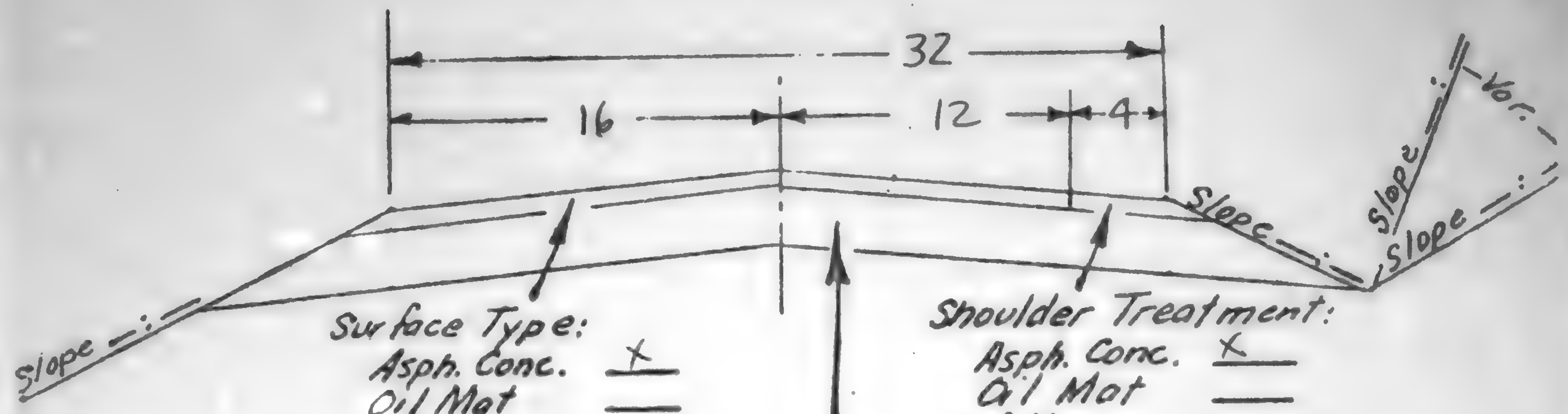
By________ By John F Crockett

By________ XX John F. Crockett

XX Director of Public Works

TYPICAL SECTION

ROADWAY

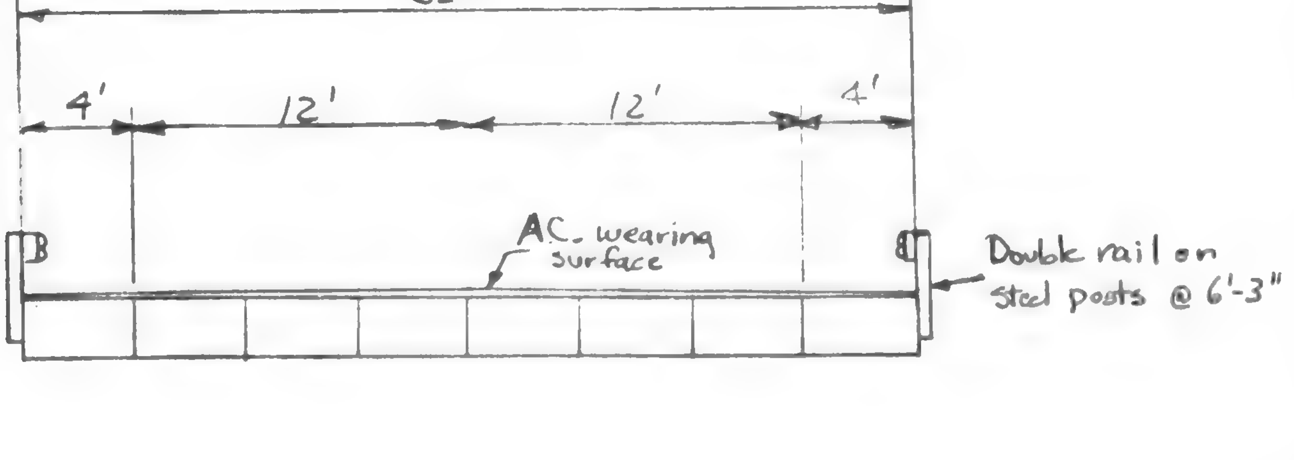

32
16
12
4
Slope
Slope
Slope
Slope
Var.

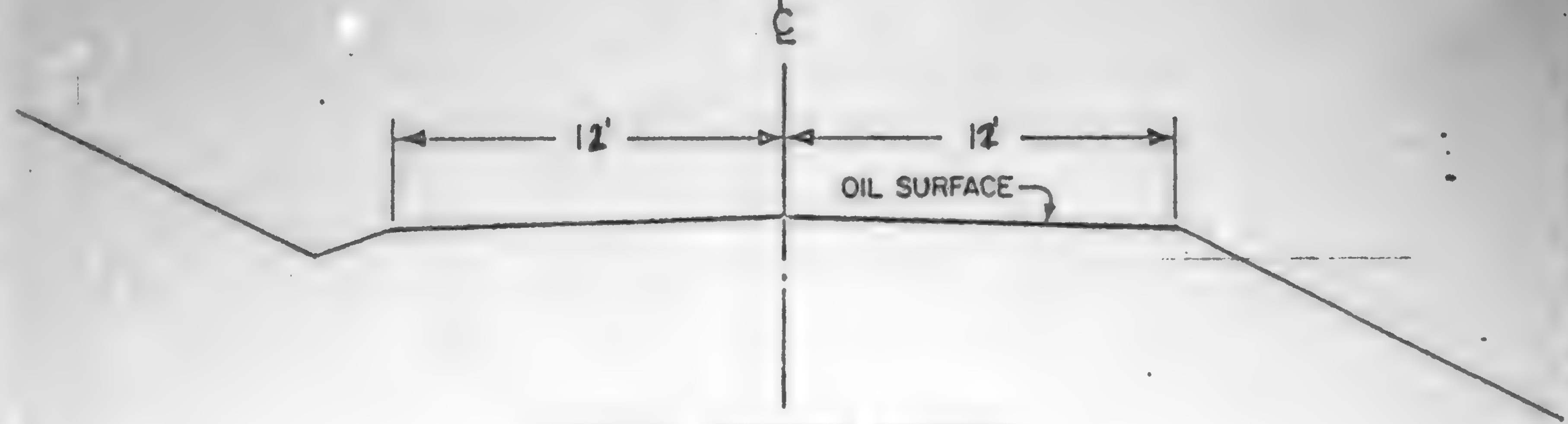
Surface Type:
Asph. Conc. X
Oil Mat ____
Other ____

Shoulder Treatment:
Asph. Conc. X
Oil Mat ____
Other ____

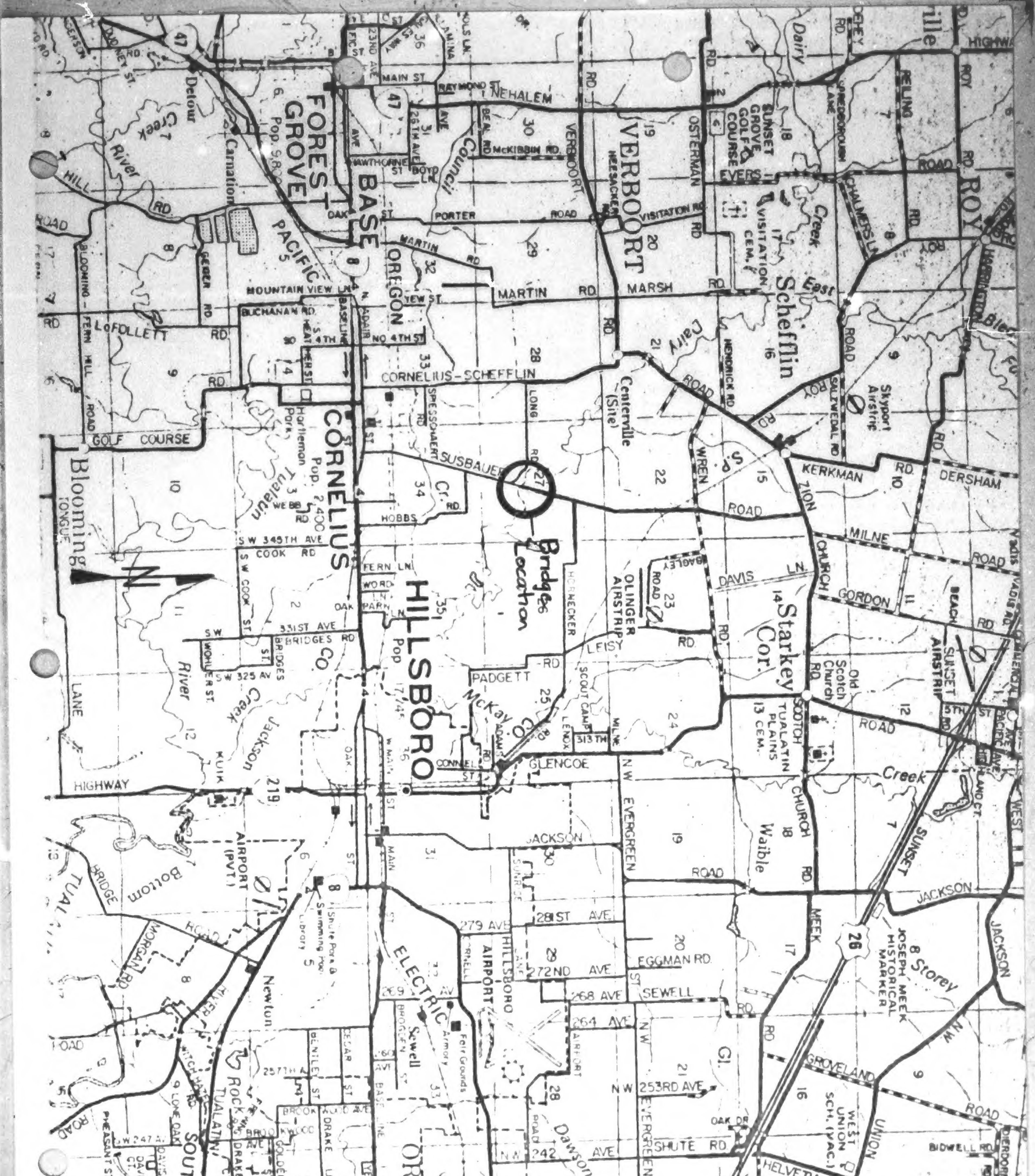
Type of Base:
Pit or Quarry Run ____
Crushed Stone X
Asph. Treated ____
Cement Treated ____

BRIDGE


32'
4'
12'
12'
4'
A.C. wearing surface
Double rail on steel posts @ 6'-3"


℄
12'
12'
OIL SURFACE

TYPICAL EXISTING ROADWAY



Bridge Location

FOREST GROVE
Pop. 9,800
CORNELIUS
Pop. 2,400
HILLSBORO
Pop. 17,745
VERBOORT
Scheffilin
ROY
Centerville (Site)
Starkey Cor.
GLENCOE
ORENCO
Reedville
Blooming
TUALATIN
SUSBAUER ROAD
CORNELIUS-SCHEFFLIN
MARTIN RD.
ZION CHURCH RD.
OREGON
PACIFIC
ELECTRIC
SOUTHERN
SUNSET
HIGHWAY
219
8
47
26
Dairy Creek
McKay Cr.
Jackson Creek
Tualatin River
HILLSBORO AIRPORT
Sunset Airstrip
Skyport Airstrip
Olinger Airstrip

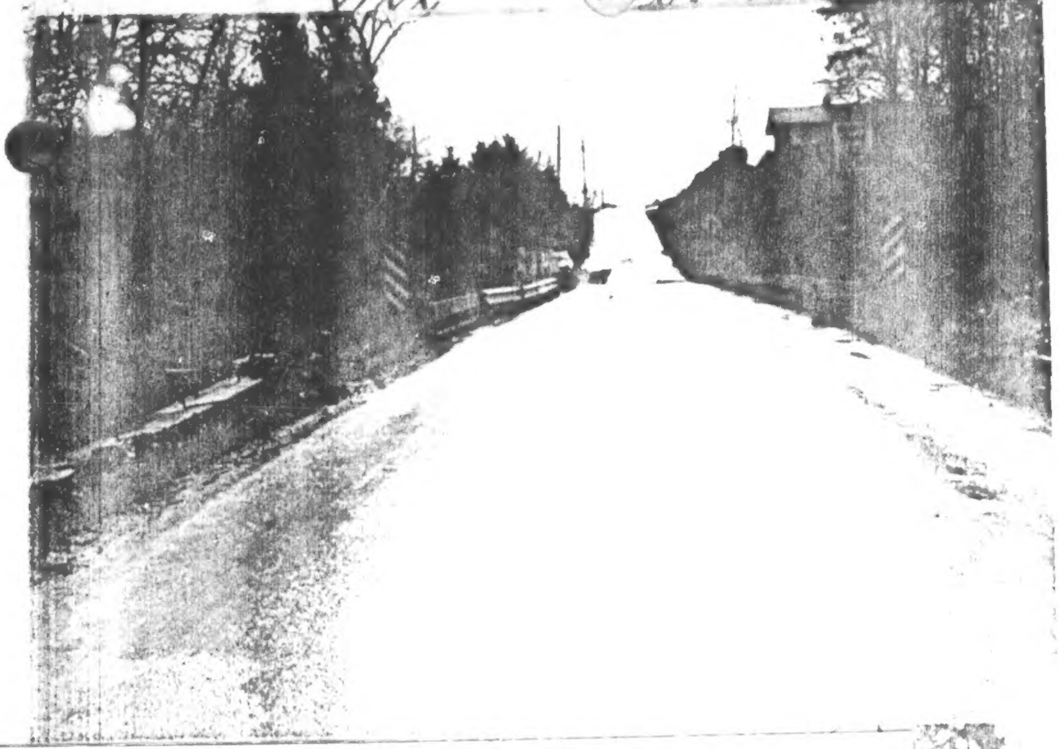
BR RAIL

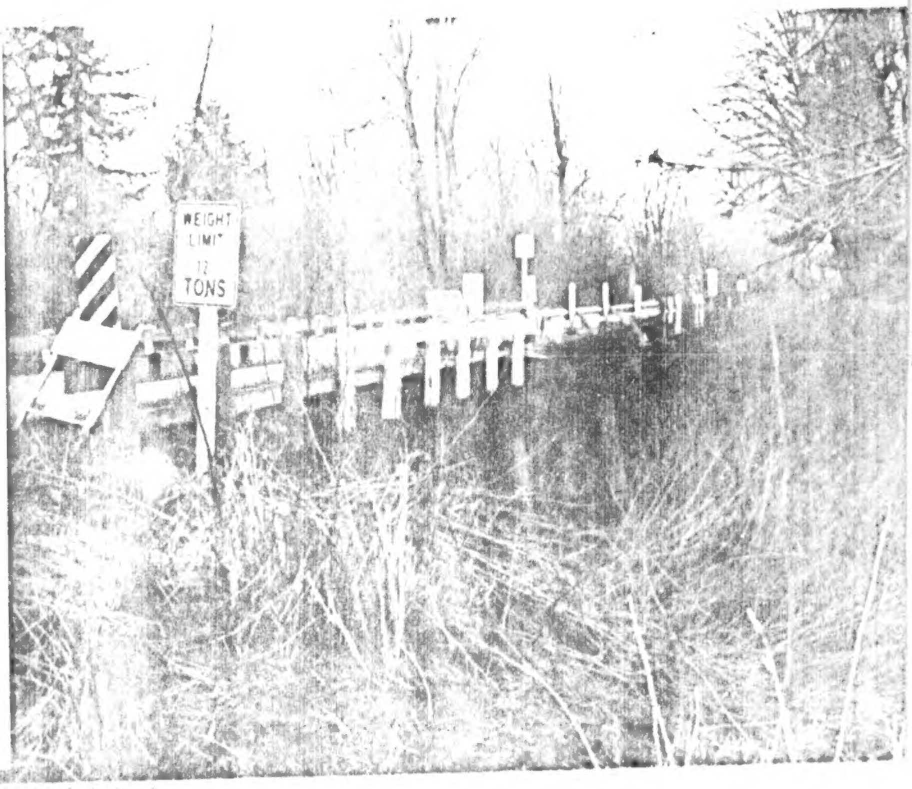
VERTICAL

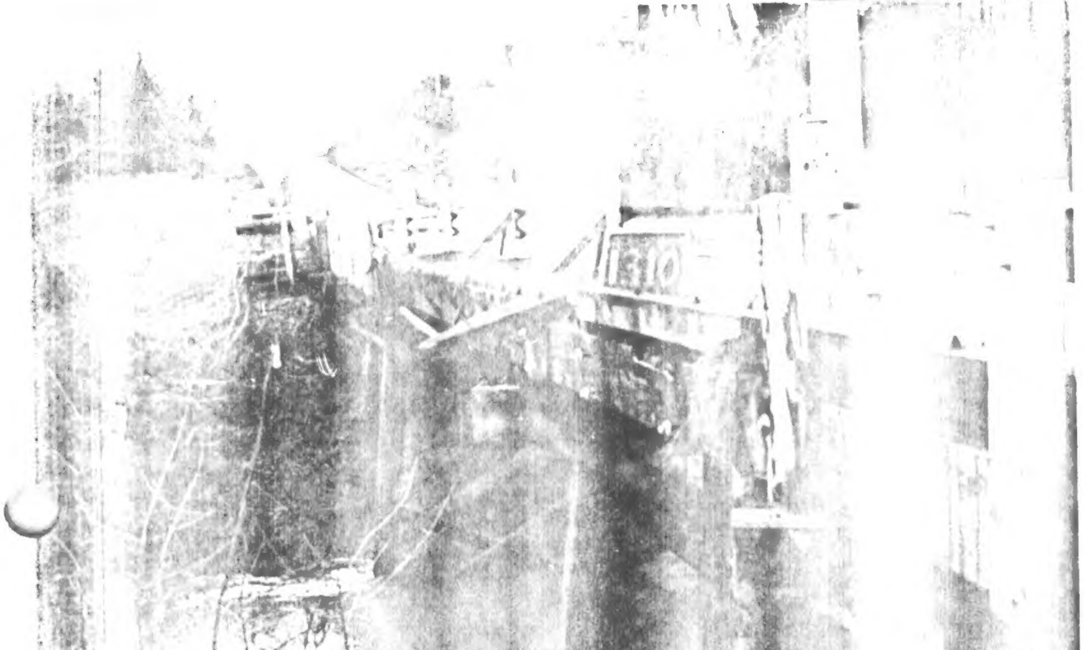
SUSBAUER RD.

Bridge No. 1310

2/78




WEIGHT LIMIT 12 TONS



Project Susbauer Road Bridge #13082 (Dairy Creek)

Agency Washington County **Date** 2/27/79

Type of Project Bridge Replacement

Funds SOS e(4) FAUS FASC Title II [✓ HBR]

The agreement on this project should provide for the following responsibilities where applicable:

	N/A	State	Applicant	Consultant
Major PE	( )	(X)	( )	( )
Monitor PE	(X)	( )	( )	( )
Field Survey	( )	(X)	( )	( )
Prepare Environmental Statements	( )	( )	(X)	( )
Review & Process Envir. Statements	( )	(X)	( )	( )
Public Hearings	( )	( )	(X)	( )
Citizen Involvement	( )	( )	(X)	( )
Action Plan Requirements	( )	( )	(X)	( )
Preliminary Design Plans & Specs.	( )	(X)	( )	( )
Prepare for Contract Bids	( )	(X)	( )	( )
Advertise, Let and Award	( )	(X)	( )	( )
Major Construction Engineering	( )	(X)	( )	( )
Lab Testing, Final Checking	( )	(X)	( )	( )
Utility Responsibility	( )	(X)	( )	( )
Maintenance After Completion	( )	( )	(X)	( )
Signal Maintenance	(X)	( )	( )	( )
Power Consumption	(X)	( )	( )	( )
Local Match	( )	( )	(X)	( )
Provide for Right-of-way Agreement		[✓ Yes]	No	

Construction by Contract (X) State Forces ( ) Local Forces ( )

Advance Deposit Required PE (X) Construction ( ) N/A ( )

State will Advertise, Let and Award All Contracts

State will Monitor Preliminary Engineering and Construction Activities for Federal Compliance

Remarks:

STATE OF OREGON
MICROFILMED PUBLIC RECORD

(IN ACCORDANCE WITH THE PROVISIONS OF ORS 192.040 THROUGH 192.070)

NAME OF AGENCY
OREGON DEPARTMENT OF TRANSPORTATION

TITLE OF RECORD SERIES
CONSTRUCTION CONTRACTS

ARRANGEMENT OF RECORDS
CONTRACT NUMBER

INDEX
NONE

INDEXING BEGINS WITH : 9236 ENDS WITH 9267
FLASH CARDS: (1980 - (1980)

REMARKS:

CAMERA: MAKE AND MODEL	FILM TYPE	REDUCTION RATIO	REEL NUMBER	PROJECT NUMBER
BELL AND HOWELL FILEMASTER	16MM AHU	21X	222	

CAMERA OPERATOR'S CERTIFICATION

I CERTIFY THAT I HAVE ON THIS 20th DAY OF November 1991 PHOTOGRAPHED THE DOCUMENTS APPEARING ON THIS ROLL OF FILM, THAT THEY ARE TRUE COPIES OF DOCUMENTS FOUND IN THE RECORD FILE DESCRIBED ABOVE, AND THAT THE INTEGRITY OF THE ABOVE DESCRIBED RECORD FILE HAS BEEN MAINTAINED ON THE FILM BY MICROFILMING EACH DOCUMENT IN THE EXACT ORDER IN WHICH IT WAS FOUND IN THE FILE WITH THE EXCEPTION, IF ANY OF DOCUMENTS OMITTED BECAUSE OF TECHNICAL DIFFICULTIES AND / OR BY ERROR, AS INDICATED ON THE FILM IN THE CROSS REFERENCE NOTES OR RETAKE CERTIFICATE.

I FURTHER CERTIFY THAT THE MICROFILM ON WHICH THESE DOCUMENTS ARE RECORDED WAS PROCURED AS PERMANENT FILM OF THE SLOW BURNING CELLULOSE ESTER OR POLYESTER TYPE KNOWN AS SAFETY PHOTOGRAPHIC FILM. THAT THIS FILM CONFORMS TO THE APPLICABLE STANDARDS OF THE AMERICAN NATIONAL STANDARDS INSTITUTE; AND THAT THE PROCESSING CONFORMS TO THE STANDARDS FOR PERMANENT FILM; AND THAT SAMPLES OF FILM PROCESSED BY THIS SERVICE ARE PERIODICALLY TESTED TO ASSURE CONFORMANCE WITH THESE STANDARDS.

Joan A- Cokeley
SIGNATURE OF CAMERA OPERATOR

731-0299 (4-90)